



Hongkong Daily Press.

ESTABLISHED 1867

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TIME-TABLE

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7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " 10.00 " 10 " "
10.00 " 11.00 " 15 " "
11.30 " 12.30 p.m. 15 " "
12.30 p.m. 2.30 " 10 " "
2.30 " 4.00 " 15 " "
4.00 " 8.10 " 10 " "

NIGHT CARS.
8.50 p.m. to 9.00 p.m. 2.20 p.m.
9.30 p.m. to 11.00 p.m. every 30 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

SATURDAYS.
Extra Car—12 midnight.

SUNDAY.
7.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " 11.00 " 10 " "
11.15 " 12.00 noon " 15 " "
12.00 noon 1.00 p.m. 10 " "
1.00 p.m. 4.00 " 15 " "
4.00 " 8.10 " 10 " "

NIGHT CARS.
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9.30 p.m. to 11.30 p.m. every 30 minutes
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TIME-TABLE

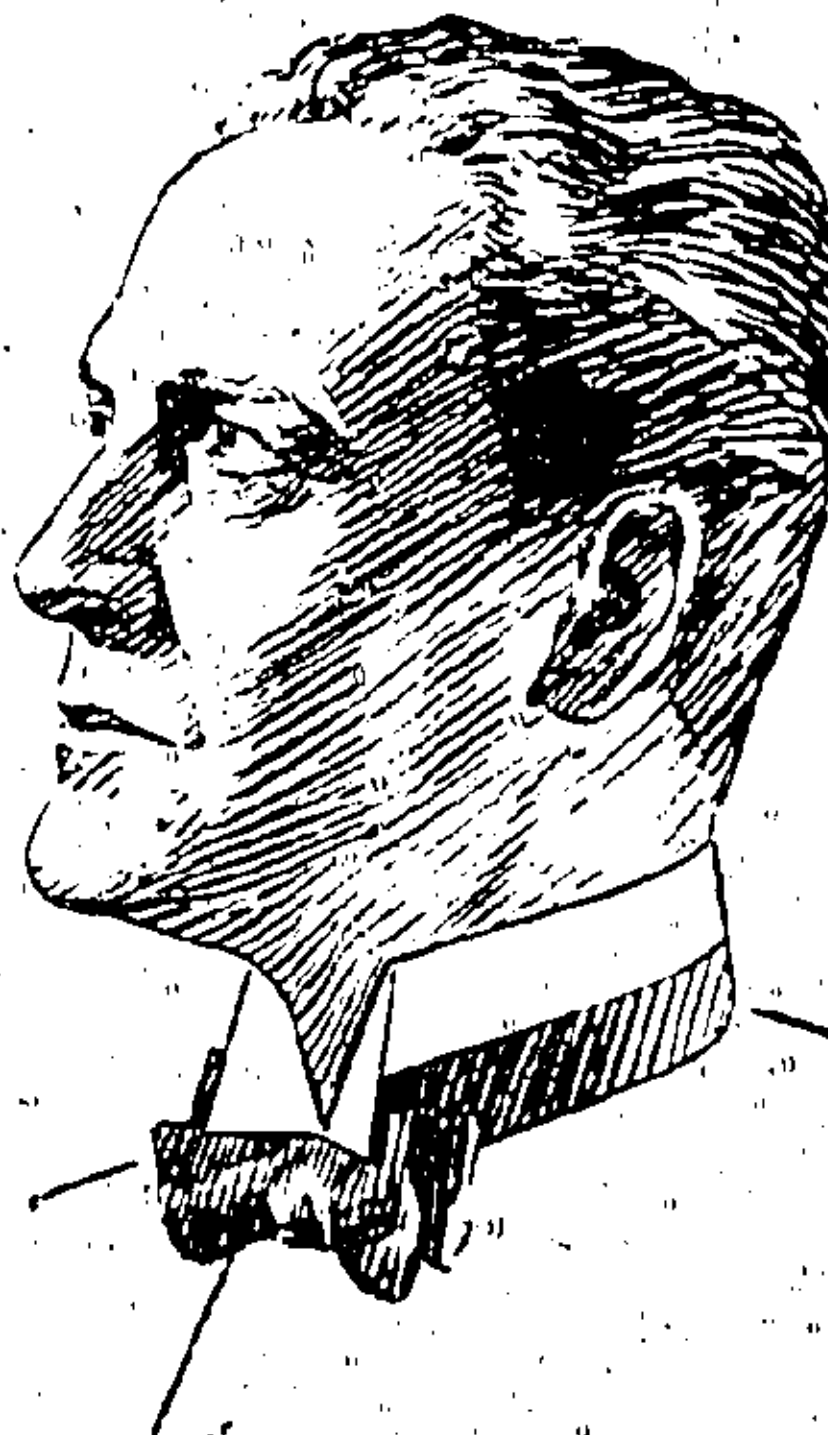
On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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SPORT.

CRICKET.

INTERPORT TRIAL
SATURDAY'S MATCH.

Yet another interport trial was played on Saturday between the following teams:

R. Hancock (capt.), T. E. Pearce, Capt. P. Hancock-Davies, G. R. Sayer, Capt. A. O. Oliver, E. B. Reed, A. L. Gage, Capt. R. Le Fleming, A. E. Wood, H. Queen Hughes, R. D. Evans and A. L. Arculli.

Major Matthews (capt.), E. J. R. Mitchell, R. E. A. Webster, C. J. Stapleton, D. E. Donnelly, A. A. Rumjahn, La J. Davies, F. J. de Rome, C. F. Alexander, Capt. Dods, Lieut. Bacon, N. M. Omar and Rev. E. Quick.

The sides may be fairly taken to represent an Interport Team Probables and the Next Thirteen. The latter went in first on a wicket which played well at first and out up badly later.

The "Possibles" started badly, as Mitchell was bowled third ball by one from Hancock-Davies which kept low. Shortly afterwards Rumjahn was beautifully caught at second slip, left hand high up. By Owen Hughes of Reed. Then, however, De Rome and the Rev. E. Quick added sixty for the third wicket. The latter batsman is a newcomer to the Colony, playing his first innings, and he shaped very well indeed. De Rome played carefully for some time, but when Owen Hughes relieved Reed at the Law Courts end he was clearly caught at the wicket. As, however, the bowler had unsighted the umpire, the latter very properly gave the batsman not out. It may be mentioned in passing that Owen Hughes almost always follows up his delivery by running plumbly between the sticks and he can hardly hope to have any lb.w. or catch at the wicket answered in his favour. The incident upset De Rome who made several upshot shots and was finally caught by Hancock-Davies off Owen Hughes at first slip for 21. Alexander did not stop long and Quick was caught at first slip off Owen Hughes for a very nice 40. He made a few risky shots but is obviously a batsman of a good class. Stapleton and Webster then came together and the best cricket of the day was seen when 93 was added for the sixth wicket. Webster played much more open cricket and finally was bowled by Hancock-Davies in trying to pull a shortish one. As far as could be seen he gave no chance in his stylishly compiled 53. Stapleton was more careful and when Matthews declared was not out with 42 to his credit. The wicket was kicking a good deal towards the end. Reed bowled well, his analysis reaching 9 overs, 3 maidens, 14 runs, one wicket. Besides Hancock-Davies no one else seemed to bowl at all well.

The "Probables" were thus left with 204 to get in 14 hours—an obviously impossible task. Alexander (Naval Yard end) and Omar opened the bowling to Oliver and Le Fleming. The latter appeared to be settling down but in Alexander's third over he cut the second ball to short third man where he was dropped, hit two two's, and was then caught at mid-on from one which he mis-timed. At this time Alexander was swinging a lot from the off, but he lost this rather quickly. His length, too, was a little uncertain, and he bowled too many short ones on the batsman's legs, which from a left-hander are gifts. Sayer did not stay long, cocking one straight up in trying to place Alexander to leg, while three runs later Wood failed to entirely stop one from the same bowler and the ball trickled on to the wicket. Owen Hughes did not get hold of a long hop from De Rome and was caught at the second square by Mitchell at deep square leg. Evans then proceeded to lay about him for a merry 45. He mis-timed his first ball and spooned it towards mid-off but Webster could hardly get to it. This curious stroke he repeated a few overs later, and he seemed to get rather more than his share of bad balls. But for all that, it was a good innings and one very refreshing to watch. Oliver had been playing steadily but he was bowled in trying to hook Dods when he seemed well set.

By this time the pitch was kicking nastily, at the Law Courts end. Hancock hit all round one from Dods and was bowled. Hancock-Davies was nicely caught by L. J. Davies on the leg side though there seems some doubt if the ball hit his bat as well as his hip. It was unfortunate as he had just hit Dods straight for a beautiful six. It was also the seventh ball of the over owing to a misunderstanding between the scorer and the umpire, who had asked how many more balls and was told by someone at the other end "One." The scorer had never heard the question. It is to be hoped that Hancock-Davies will thus work off his bad luck before the interport. Gage was bowled by a good one from Bacon, and Reed and Arculli played out time in semi-darkness.

While the match must have helped the Selection Committee as regards certain individuals, yet they must have a good deal of anxiety. Twice now what may be termed an Interport team has failed to get the next team out at all cheaply. The trouble is that outside Hancock-Davies and Reed there is no one who can be relied on to keep his length and bowl steadily every day. Sayer is a useful change, but Owen Hughes, Evans and Le Fleming did not look at all dangerous. It is to be hoped that the attack will be strengthened. And yet, although the "Probables" have in the last two matches got the Probables nearly out for smallish scores, there is nothing prominent. It must be remembered that each time the latter have been batting second—that is when tired, on a damaged pitch

and, as often as not, in a bad light. In fact they seemed in many cases to get themselves out. No one but Alexander seemed much good on Saturday. Dods had the better analysis but he was on the short side. Possibly bowling form may be found later.

R. AMST.

SCORES.

MAJOR MATTHEW'S SIDE.

E. J. R. Mitchell, b Hancock-Davies	0
F. J. de Rome, Hancock-Davies	42
b Owen Hughes	21
A. A. Rumjahn, c Owen Hughes	1
b Reed	1
Rev. E. Quick, c Hancock-Davies	40
C. F. Alexander, c Owen Hughes	5
b Sayer	5
C. J. Stapleton, not out	43
R. E. A. Webster, b Hancock-Davies	52
Major E. D. Matthews, not out	9
Extras	29
Total for 5 wks. (dec.)	300

Lieut. Bacon, U. Omar, Capt. E. R. S. Dods, L. J. Davies and D. E. Donnelly, did not bat.
 Fall of Wickets: 1-11, 2-28, 3-48, 4-58, 5-61.

Bowling Analysis.

	O.	M.	R.	W.
Capt. Hancock-Davies	14	2	14	2
E. R. Reed	9	3	14	1
Owen Hughes	8	1	22	2
G. R. Sayer	5	0	27	1
B. D. Evans	5	0	18	0
E. el Arculli	4	0	18	0
Capt. Le Fleming	3	0	21	0

MR. HANCOCK'S XI.

Capt. Oliver, b Dods	32
Capt. Le Fleming, c De Rome, b Alexander	15
G. R. Sayer, c Davies, b Alexander	3
A. E. Wood, b Alexander	0
H. Owen Hughes, c Mitchell, b De Rome	4
B. D. Evans, st. Davies, b Donnelly	45
R. Hancock, b Dods	7
Capt. Hancock-Davies, c Davies	6
b Dods	6
A. L. Gage, b Bacon	0
E. B. Reed, not out	2
E. el Arculli, not out	1
Extras	3
Total for 9 wks.	125

Fall of Wickets: 1-27, 2-29, 3-39, 4-48, 5-75, 6-95, 7-101, 8-116, 9-120.

Bowling Analysis.

	O.	M.	R.	W.
C. F. Alexander	10	1	35	3
U. Omar	5	1	16	0
J. F. de Rome	4	0	10	1
Rev. E. Quick	3	0	15	0
Capt. Dods	3	0	22	3
Lieut. Bacon	3	0	11	1
D. E. Donnelly	2	0	11	1

FOOTBALL.

Saturday's games in the Hongkong League Division I. resulted as under:

Hongkong Club	3	H.M.S. Tamar	0
King's Regt.	3	R.G.A.	1
South China	1	H.M.S. Ambrose	0

CLUB "TAMAR."

Both teams made last minute changes. Logan replacing Mair in the Club's side while Carroll turned out as inside right for the Tamar. Routley going on the wing in place of Hill.

The Club pressed from the start, but the Tamar's defence being sound, the ball was soon transferred to the other end where Bishop cleared to midfield. The sailors again took up the attack and Oxlund shot wide from a good position. The Tamar returned and Bishop was forced to kick out to relieve a dangerous situation. From the throw in Routley received and sent in a lovely shot that just grazed the crossbar. Hudson was injured, but resumed after a short interval. The Club now got into their stride and England ran down the wing, Smith clearing from the centre by kicking to touch. Routley was sent away for the Tamar and sending the ball well in the centre, Bird kicked it over the bar. Hands against Stewart in midfield sent the Tamar in, but offside play relieved. The Club transferred play through Purves who sprinted down the wing and tested Booth with a fine shot. The goal-keeper could not hold the ball, which rebounded to Forsyth, who shot straight to Booth who brought off a smart clearance. England received and, going well down, passed the ball back with Begg in a good position and Harry cleared. Hudson sent his men away but Barzendale failed to take advantage of a good pass. Forsyth sent across to England who went down the wing and centred, but the Club forwards were lagging and the pass went begging. The Club continued the attack but offside play spoilt two good openings. Stewart was playing a fine game at centre half and from a pass by him Purves went down the wing and centred for Forsyth to land the ball into the corner of the net and open the scoring for the Club. Play was very open for a time with the defence on both sides putting in some good work. The interval arrived with the Club leading by a goal to nil.

Resuming, the sailors re-arranged their forward line and took up the attack from the start, a fine long shot from Hudson just passing over the bar. The Club got away on the left but good play by Grant relieved, and Barzendale was sent away on the wing where play was stopped through Stewart handling. The sailors pressed and forced a corner which McPhail easily cleared, but the sailors were back again and a shot from Hudson went wide of the post. The Club got away and Harry, mis-kicking close in, let in Valentine who beat Booth with a high shot. Valentine got away from the centre kick and a good effort was spoilt by Begg getting offside. Grant sent the Tamar away

and, as often as not, in a bad light. In fact they seemed in many cases to get themselves out. No one but Alexander seemed much good on Saturday. Dods had the better analysis but he was on the short side. Possibly bowling form may be found later.

The Club deserve their win on their combination as a team. They were much better served in goal than the Tamar who were not three goals inferior to the Club. The teams turned out as follows:—
 Tamar—Booth, Smith and Harry; Grant, Hudson and Bryant; Routley, Carroll, Bird, Oxlund and Barzendale.
 Club—G. Rodger; Ismail and Bishop; Logan, Stewart and McPhail; Purves, Forsyth, Begg, R. E. Valentine and England.
 Referee—Mr. Smith.

KING'S R.G.A.

Great interest in Military circles was taken in the game at Sookinpo between these teams and the spacious stand was well filled when the game started. The play opened very even and fast, most of the work falling upon the mid-field lines. The R.G.A. were the first to score, Green beating Black with a good shot after 20 minutes' play. The Artillery did not keep the lead long for from a free kick awarded the King's for a foul about 25 yards out, Barlow sent in a high shot that Phillips misjudged and the ball landed safe in the net. The interval arrived with the score one all.

The second half opened faster than the first but play was again even. The attack on both sides was good but the defence held out.
 In the closing minutes a great change came over the game, for with but 5 minutes remaining for play and with the score one all it seemed as if a drawn game would be the result; yet with 3 minutes remaining the Kings were leading by 3 goals to 1, Jones having in the meantime run through on two occasions and, giving the defence no chance, beat Phillips and won the game for his side. These two goals were the result of individual play on the part of Lt. Jones who received the ball well out and, beating the halves and backs, easily placed the ball beyond the reach of Phillips.

The game was well contested throughout and the Kings deserve their win. The teams were:
 King's—Blagoev, Wynne and Simmons; Newton, Hodgson and Barlow; Burnett, Dangerfield, Lt. Jones, Dyer and Scott.
 R.G.A.—Phillips; Gilding and Frampton; Bailey, Pascoe and Lelliott; Key, Doggrell, Henwood, Green and McHugh.
 Referee—Mr. Newton.

SOUTH CHINA v. "AMEROSE."

The usual crowd of Chinese lined the ropes on the South China ground to witness the match between the above teams. Au Kit Sang turned out on the left wing for the home team and played a good clean game, which should now bring him again into the senior team after being stood down for a season.

The game opened in favour of the sailors and Hood, beating Fung Tai, was going in when Chan So ran across and tripped the Amerose man in the penalty area. Barker took the kick, but sent straight to Lau who easily cleared. Midfield play followed until Au Kit Sang got away on the left and sent over, and Wong Pak Cheong, running in, Coysh in goal was looking after the centre forward and let the ball pass into the net. Being one down the sailors took up the attack, and Bolneaves sending over, Edmonds failed to accept the ball and Fung Tai cleared. Interrel South China, 1; Amerose, 0.

Resuming the Amerose took up the attack but the inside forwards had no finish and the Chinese defence cleared. Shots were missed by Davis and Edmonds while Hood was often out of position when the ball came his way.

With the sailors trying hard for the equalising goal the whistle sounded for time, leaving South China lucky winners by a goal to nil.
 Coysh did not play his usual game in goal and he made the mistake of leaving the ball to watch the South China centre. Bolneaves was the best forward on the Amerose side, but his efforts were wasted by weak inside men.

The teams were:
 South China—Lau King Cheung; Fung Tai and Chan So; Lam Yuk Ying, Leung Tai; Fong and Ng Kam Chuen; Chiu Kwong Yeung, Leung Yik Tong, Wong Pak Cheong, Wong Shuf Wu and Au Kit Sang.
 Amerose—Coysh; Welbourne and Boulter; Turner, Butler and Woodcock; Bolneaves Davis, Parker, Edmonds and Hood.
 Referee—Mr. Hollands.

ORGAN RECITAL.

The following is the programme to be given at 9.15 to-night in St. John's Cathedral. This recital is the last of the present series:—

- 1.—Grand Choeur Guilman.
- 2.—Nocturne in B minor E. Lomax.
- 3.—Jerusalem C. H. Parry.
- 4.—The Hongkong Male Voice Choir.
- 5.—The Curlew E. J. Horsman.
- 6.—Prelude in C sharp minor S. Bachmanoff.
- Hymn 228.
- 7.—Barcarolle Sterndale-Bennett.
- 8.—The long Day closes Sullivan.
- 9.—The Hongkong Male Voice Choir.
- 10.—The Storm Lemmens.

DIOCESAN BOYS' SCHOOL.
HOUSE SWIMMING SPORTS.

"DOT HUNTING" SCORED.

The four Houses at the Diocesan Boys' School held their Annual Swimming Sports on Thursday and Friday last. On Thursday the V.R.C. kindly lent their Pond and on Friday a few Final, and the 4 and 8 Lengths were taken at the Y.M.C.A. Pond by kind permission.

In these House Sports the boys of one House compete against each other and the House Committee under the guidance of Members of the Staff, choose their representatives for the Inter House Sports which will be held later. In Work and Games boys are encouraged to score points for their Houses, e.g.

In Swimming Tests a boy who swims two lengths scores 5 points for his House, 1 length scores 3 points, and 1 breadth scores 1 point.

A First in an Inter House Event scores 5 points and Second—3 points.

A First in Class Work or a Subject scores 5 points and all boys in the top half of a Class score one point for their House.

The system of scoring points is also to be extended to Team Work, e.g. in the Football, Volley Ball, and other Teams.

The system of giving no Prizes for Sports was started at the Swimming Sports at this School in October 1919; the House System and the system of giving Points have been on trial since 1921 and have in every way proved a success; more boys now take an active interest in Games for Sport alone and "Dot-Hunting" is scored. There are 100 boys in each House.

From 1922 permanent House Records will be kept on House Boards and Houses will be encouraged to adorn their Boards with the Football, or Volley Ball, etc. Flags.

The results of the House Swimming Sports were as follows:—

ORDER OF EVENTS.

Two LENGTHS (Senior).—Brown House: 1, Koojiothin; 2, H. Chan. Blue House: 1, Meeter; 2, Kotwall. Yellow House: 1, Kwok Hin Wan; 2, Westlake. Green House: 1, F. Zimmerman; 2, Chung Yee Wing.

Two LENGTHS (Junior).—Brown House: 1, Hamson; 2, Howard. Blue House: 1, Remedios; 2, Elphinstone. Yellow House: 1, W. Hunt. Green House: 1, Stradmoor; 2, Edwards.

ONE LENGTH (Small Boys).—Brown House: 1, G. Chin; 2, F. Zimmerman. Blue House: 1, Wong Sik Kuen; 2, E. Chung. Yellow House: 1, R. Gerrard; 2, Limblom. Green House: 1, J. Chan; 2, Minhinnet.

Two LENGTHS (Senior).—Brown House: 1, H. Chan; 2, Koojiothin. Blue House: 1, Kotwall; 2, Meeter. Yellow House: 1, Kwok Hin Wan; 2, J. Clarke. Green House: 1, Chung Yee Wing; 2, E. Zimmerman.

ONE LENGTH (Junior).—Brown House: 1, Hamson; 2, F. Zimmerman. Blue House: 1, Remedios; 2, Elphinstone. Yellow House: No Entries. Green House: 1, Wong Kam Fui; 2, Gittins.

Two LENGTHS (Small Boys).—Brown House: 1, F. Zimmerman; 2, G. Chin. Blue House: 1, Wong Sik Kuen; 2, Ed. Chui. Yellow House: 1, R. Gerrard; 2, Limblom. Green House: 1, J. Chan; 2, Minhinnet.

HIGH DIVE (Senior).—Brown House: 1, H. Chan; 2, N. Gerrard. Blue House: 1, A. Pang. Yellow House: 1, P. Pau; 2, Cunningham. Green House: 1, Black; 2, Chung Yee Wing.

LOW DIVE (Junior).—Brown House: 1, Wong Kam Cheung; 2, Hamson. Blue House: No Entries. Yellow House: No Entries. Green House: 1, V. Shaw; 2, Dison.

LOW DIVE (Small Boys).—Brown House: 1, Wong Kam Cheung; 2, F. Zimmerman. Blue House: 1, Remedios; 2, Elphinstone. Yellow House: 1, R. Gerrard; 2, J. Changings. Green House: 1, J. Chan; 2, Minhinnet.

LOW DIVE (Senior).—Brown House: 1, A. Chan; 2, N. Gerrard. Blue House: 1, A. Pang; 2, Chan Ping In. Yellow House: 1, Westlake; 2, Clarke. Green House: 1, F. Zimmerman; 2, Black.

ONE LENGTH, BACK (Senior).—Brown House: 1, Koojiothin; 2, H. Chan. Blue House: 1, Kotwall; 2, Kwok Po Chuen. Yellow House: 1, Westlake; 2, Clarke. Green House: 1, Chung Yee Wing; 2, Zimmerman.

FOUR LENGTHS (Junior).—Brown House: 1, Hamson; 2, F. Zimmerman. Blue House: 1, Remedios; 2, Elphinstone. Yellow House: No Entries. Green House: 1, Edwards; 2, Stradmoor.

SHORT LENGTHS (Senior).—Brown House: 1, Koojiothin; 2, H. Chan. Blue House: 1, Kotwall; 2, Meeter. Yellow House: 1, Westlake; 2, J. Clarke. Green House: 1, Zimmerman; 2, Chung Yee Wing.

WHAT IS EYESTRAIN?

The eye has certain tiny muscles. When objects we look at do not come up to a sharp focus in the eye, these muscles exert themselves, and enable us to see clearly in spite of the defect. These muscles tire and relax causing the objects looked at to become blurred and indistinct. Upon closing the eyes for a few seconds the muscles become more or less rested and objects are clear again for a brief period. Properly fitted glasses correct eye-strain, whether caused by astigmatism or age. The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 63, Queen's Road, Central, have the equipment to fit your glasses properly. ADVT.

CORRESPONDENCE

THE A.D.C.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

Sir.—The criticisms anent the present A.D.C. production of "I leave it to you" have generally been so kindly worded that it cannot but inspire renewed energy among the cast and make them even better at the next performance. There are one or two things, however, which the critics do not seem to recognize when they sarcastically assert their surprise that the A.D.C. is still alive. I say "sarcastically" because to me the remarks appeared to be aimed at the gentlemen who are intimately connected with the A.D.C. and whom the Press evidently considers responsible for the failure to command the histrionic ability in the Colony. It is, perhaps, well that the general public should understand that the work connected with the production of a play is no sinecure; indeed, it is the exact antithesis, necessitating hours of labour and thought daily for many weeks. In Mr. Sinclair we have a producer of wonderful ability and originality, and to his efforts, of course, we are indebted for all the recent productions of the A.D.C. It is not, however, my desire to eulogise the ability of the A.D.C. producer, but rather to bring to general notice the apathy of those who claim to be able to act.

It is noticeable that when no performance of the A.D.C. is in view there are many gentlemen who assert their ability and are extremely anxious to take part in "anything," yet immediately any suggestion of producing a play, of whatever nature, is made most of these promising helpers take refuge behind "busy offices" or "recreation clubs" from which they cannot spare the time necessary to enable them to show their ability. What then can be done except to fall back on the "old horses" who have seemed to be the mainstay of A.D.C. productions recently. The ability of these is unquestionable, but it seems such a pity that the younger generations cannot emulate the example of the "old tuns" and devote some of their leisure to entertaining their fellows.

This is not so noticeable among the ladies, and "I leave it to you" is a cheering example of what can be done with new talent if it is amenable to the advice of the more experienced hands and is willing to devote the necessary time to study. My object in writing this is, therefore, to try to persuade those who are apt to belittle the vitality of the A.D.C. to consider carefully the difficulties with which those interested have to deal, and to remember that above all things the A.D.C. has a reputation to keep up, and its proud record of successes must at any cost be maintained. Why, then, do not those who can, and are willing, to take part in maintaining this reputation send their names to the Secretary and thereby give the producers confidence that the difficulties of anything they undertake will not be increased by lack of helpers. It is so essential that there shall be nothing produced that may lower the reputation of the A.D.C. performances, and with Mr. Sinclair and his staff we may be quite sure nothing will be. But the A.D.C. must be prepared to carry on and though to equal the present producer may be impossible, someone must be ready for the time which is bound to come, sooner or later, when Mr. Sinclair's talents will not be available. The apparent "sleeping sickness" of the A.D.C. last year was so obviously due to the want of a physician—Your obedient servant.

NIL DESPERANDUM.

U.S. SUBMARINE FLEET IN PORT.

A VARIETY OF ENTERTAINMENTS ARRANGED.

Large detachments of the United States Submarine Flotilla, from Cavite, arrived in port during the week end, and a strenuous programme will occupy the next fortnight or more. Invitations to a variety of social functions have been issued to the U.S. officers by H.E. the Officer Administering the Government, the Commodore and the General Officer Commanding.

On Thursday, the Colony will entertain 400 U.S. sailors to tiffin (with a sprinkling of British sailors to help with the duties of hosts) and H.E. Mr. Claud Severn will probably preside. Afterwards the men will be taken, by special tramcars, to the World Theatre for an entertainment. This programme will be repeated on two later occasions as fresh arrivals reach Hongkong.

On Thursday, also, a number of U.S. officers will be taken through the New Territories by motor-car, local gentlemen acting as cicerones. They will take tiffin at Fanling.

A variety of private social functions have also been arranged, and there will be an extensive programme of entertainment in the Naval Canteens.

The master of a fishing boat was charged at the Magistracy on Saturday, with having a Mauser pistol in his possession without the permission of the Captain Superintendent of Police. The accused said that a friend of his gave him the pistol when his boat was sunk in typhoon-weather off Macao. The accused returned to Hongkong, intending to take out a license as soon as he arrived, on reaching Shaukiwan a Police-Sergeant boarded the boat and seized the pistol. A fine of \$250 with the alternative of three months' imprisonment was ordered.

SATURDAY'S GYMKHANA.

A DAY OF SURPRISE DIVIDENDS.

Patron.—His Excellency Sir R. E. Stubbs, K.C.M.G.
Honorary Stewards.—H.E. Mr. Claud Severn, C.M.G., H.E. Vice-Admiral Sir A. L. Duff, K.C.B., H.E. Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O., Commodore H. E. Grace, R.N.

Stewards.—The Hon. Sir C. Paul Chater, Kt., C.M.G., Lieut.-Col. G. K. Hall Brutton, Mr. R. M. Dyer, Mr. H. P. White, the Hon. Mr. A. G. Stephen, Sir Wm. R. Davies, Mr. D. G. M. Bernard, Mr. D. E. Clark.

Clerk of the Course.—Mr. H. Birkett.

Secretary.—Mr. E. J. Chapman.

Gymkhana Officials.—Mr. C. H. Blason, Mr. C. C. Boyd, Mr. D. E. Clark, Capt. E. C. Cross, Dr. C. Forsyth, Mr. M. T. Johnson and Mr. F. Sutton.

Judge.—Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O.

Assistant Judge.—Capt. E. C. Cross.

In Charge of the Scales.—Mr. R. M. Dyer and Mr. F. Sutton.

Starter.—Mr. P. A. Cox.

Second Starter.—Mr. W. D. Fiddes Wilson.

Paddock.—Dr. C. Forsyth.

Handicappers.—Mr. F. Sutton and Mr. M. T. Johnson.

Timekeeper.—Mr. M. S. Sassoon.

The Hongkong Jockey Club held their fourth Gymkhana on Saturday at Happy Valley in perfect weather. There was a large attendance of spectators including many ladies. Amongst those present were: H.E. the Officer Administering the Government (the Hon. Mr. Claud Severn, C.M.G.), Mrs. Severn and a party from Government House. The members of the Manila Polo team, at present in Hongkong, were also present.

The course was dry and the ponies raised the dust as they raced by the stands. The public stand was more or less deserted throughout the meeting. In fact, the whole area surrounding the public stand presented a strangely deserted appearance. The crowd had moved on to the green sward further to the East, in line with the new position of the paddock, the old quarters of the paddock and cash sweep having been converted into stables for the ponies engaged in the races. The old entrance to the race-course has been closed, and the area at that point has been converted into a paddock. The new entrance is a little further along the Wong Nei Chong Road. This does not appear to be quite so convenient as the old entrance, the road being narrower at the new entrance than at the old, and large crowds entering or leaving the race-course, are certain to cause greater congestion, while the inability to accidents from train and motor traffic would appear to be greater. Nor did the new arrangements within the enclosure command very general approval for the reason that the new quarters for the pari-mutuel, etc., are some distance away from the winning post and people follow the journeys between the two points rather tiring. The main objects of the proposed alterations are officially stated to be "to relieve the congestion" which has hitherto existed in front of the Judge's box and to utilise the spacious lawn which has been practically wasted.

In relieving the congestion, the "improvements" have certainly succeeded to the extent of leaving the space in front of the Judge's box almost entirely deserted. There was a glorious uncertainty about the racing on Saturday and the backers of winners in the pari-mutuel had their judgment in many cases well rewarded. The winner of the first race "Dandy Kid," mounted by Mr. J. M. Remedios, paid \$95.40. The winner of the second, "Scamperdale," Mr. H. Seth up, returned a dividend of \$32.50. The Gymkhana Stakes was won by an outsider, Dr. F. H. Kew's Wombat, ridden by Mr. Remedios. It returned the best dividend of the day, \$154.30. Commander Crocker won the ball and bucket race and his backers received \$136.40 for a win. Only in the last race of the meeting did the favourites get home and low dividends resulted.

The racing throughout was keen and there were some close finishes. Probably the best race of the day was the Gymkhana Stakes. There were six entrants. In the absence of Speckled Mouse the two favourites were Hongkong Chief and Hutton, with Nataran as an outside chance. The last named pony took the lead at the start and held it right to the last furlong, when Wombat, running second, passed into first place, Nataran dropping back to last place. Hutton running in the bunch got wedged, but directly the pony got clear it came up splendidly and was only beaten by a head by Wombat. Hongkong Chief did not rise to the occasion and finished next to last. Four races for the Gymkhana Stakes have now been run of and the positions of the leading ponies are: Hongkong Chief, 6 points; Speckled Mouse, 4 points; Nataran, 4 points; Wombat, 4 points. Of the jockeys, the honours of the meeting rested with Mr. Remedios who had two wins and two seconds to his credit. Mr. L. Nelson secured two seconds and a third.

During the afternoon the King's (Liverpool's) Regimental Band provided the gathering with a delightful programme of music.

The following are the results:—

FIVE FURLONGS RACE.

For ponies that have run in any race—including Polo Scouries—but never won. Subscription griffins any season allowed 7 lbs. Jockeys who have never won a race allowed 5 lbs. 1st prize, \$250; 2nd prize, \$125; 3rd prize, \$75.

Messrs. Albert and Arnold's Dandy Kid, 155 lbs. (Mr. Remedios) 1
H.E. Sir Edward Stubbs' The Don, 148 lbs. (Mr. Gibson) 2
Mr. Nemazee's Fesenejan, 145 lbs. (Capt. Spinks) 3
Capt. C. S. Fisher's Sherwood Lad (late Enamelled Tile), 153 lbs. (Mr. Davis) 0
Mr. Dyer's Dunmore, 153 lbs. (Mr. Matcham) 0

Time: 1min. 20secs.
Won by a head; a neck between second and third.

Pari-mutuel. Cash Sweep.
Winner: \$95.40 Ticket No.
1. 11.10 113. \$109.10
2. 8.10 124. 132.00
3. 6.00 145. 171.50

Unplaced ponies (\$20 each): Nos. 427, 428, 97.

CLASS HANDICAP: "A" CLASS.

THREE QUARTER MILE RACE.

For China Ponies. 1st prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Mr. Adams' Scamperdale, 153 lbs. (Mr. H. Seth) 1
Mr. Hector Sassoon's Roman Warrior (late Waterloo), 160 lbs. (Mr. G. H. Gibson) 2
Mr. L. Nelson's Cherokee Scout (late Beating), 151 lbs. (Mr. L. Nelson) 3
Mr. Dyer's Strathfarrar, 160 lbs. (Mr. Matcham) 0
Capt. E. G. Spinks' Lightning, 153 lbs. (Capt. Spinks) 0
Mr. Dynasty's The Dunlin, 151 lbs. (Dr. Lyon-Brown) 0
Mr. L. Nelson's Kienpoos Scout (late Golden Bird), 159 lbs. (Mr. Davis) 0

Mr. Duds' Pickpocket, 147 lbs. (Mr. J. M. Remedios) 0

Time: 1min. 34.4secs.

Won by a length-and-a-half; a length between second and third.

Pari-mutuel. Cash Sweep.
Winner: \$32.50 Ticket No.
1. 8.60 225. \$175.70
2. 6.10 31. 49.20
3. 40.50 108. 245.10

Unplaced ponies (\$20 each): Nos. 65, 443, 203, 226, 424.

GYMKHANA STAKES.

Value \$500. Distance—one mile. For all China ponies. Catch-weights at 10 st. 6 lbs. Winners of an open race or open griffin race value \$500 or over or ponies that have won the aggregate prize in the Gymkhana Stakes in any season 5 lbs. extra.

Non-winning subscription griffins of both classes allowed 5 lbs. A Cup to be run for five times, or as decided by the Committee, called the Gymkhana Cup, will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. 2nd prize, \$200; 3rd prize, \$100.

Dr. F. H. Kew's Wombat (late Mon Homme), 148 lbs. (Mr. J. M. Remedios) 1

Hon. Mr. A. G. Stephen's Hutton, 151 lbs. (Mr. T. W. Doyle) 2

Mr. Towers' Mosaic Tile, 151 lbs. (Mr. Matcham) 3

Mr. Soares' Hongkong Chief, 154 lbs. (Capt. Spinks) 0

Mr. Hector Sassoon's Roman Bandit (late Lightning Raider), 151 lbs. (Mr. G. H. Gibson) 0

Mr. Nemazee's Nataran (late Republic Bay Chief), 151 lbs. (Mr. H. Seth) 0

Time: 2mins. 09.2secs.

Won by a head; a neck between second and third.

Pari-mutuel. Cash Sweep.
Winner: \$154.30 Ticket No.
1. 22.00 505. \$475.00
2. 7.90 379. 1,278.60
3. 18.80 380. 639.20

Unplaced ponies (\$20 each): Nos. 39, 189, 383.

LADIES' NOMINATION: BALL AND BUCKET RACE.

Open to members of the Jockey and Polo Clubs and Mounted Troop. Each competitor, mounted on China pony, will have a line of posts with polo balls on top, and a bucket, assigned to him. He will ride to a post, take off ball, ride to bucket, and drop ball in, returning for each other ball in the same manner, and when all have been dropped in bucket ride past winning post. 1st prize, \$75; 2nd prize, \$50; 3rd prize, \$30. Souvenir presented by the Club to each corresponding Lady nominatrix.

Com. C. J. Crocker, nominated by Mrs. Crocker 1

Mr. L. Nelson, nominated by Miss Doris Kent 2

Mr. P. A. Cox, nominated by Miss Macaulay 3

Mr. A. B. Eiler. Capt. E. G. Spinks (Mrs. Spinks) 0

Mr. J. R. H. D'Aeth (Mrs. Greig) 0

Capt. E. C. Cross (Miss Denison) 0

Dr. Lyon Brown (Miss Logan) 0

Mr. G. W. Sewell (Mrs. G. H. Wilson) 0

Capt. B. Neville (Mrs. Severn) 0

Mr. C. C. Boyd (Miss Blank) 0

Capt. C. S. Fisher (Miss Hamilton) 0

Mr. J. G. Lyon. Mr. W. H. S. Dent

Mr. H. C. Macnamara (Mrs. Howard) 0

Pari-mutuel. Cash Sweep.
Winner: \$136.40 Ticket No.
1. 48.30 24. \$1,732.30
2. 12.20 63. 493.80
3. 18.40 315. 248.50

Unplaced ponies (\$20 each): Nos. 70, 285, 327, 115, 160, 35, 388, 46, 185, 67, 353, 28.

CLASS HANDICAP: "B" CLASS.

THREE QUARTER MILE RACE.

For China Ponies. 1st prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Mr. John Peel's West River, 157 lbs. (Mr. Matcham) 1
Mr. L. Nelson's Apache Scout (late The Dark Bird), 155 lbs. (Mr. L. Nelson) 2
Mr. Seth's Knockuh Leg, 153 lbs. (Mr. Seth) 3

Hon. Mr. P. H. Holyoak's Jaybird, 150 lbs. (Mr. Sewell) 0

Mr. Dynasty's Norwood (late Robbie Doo), 154 lbs. (Mr. Brown) 0

H.E. Sir Edward Stubbs' The Don, 153 lbs. (Mr. Gibson) 0

Capt. E. G. Spinks' Delight Dahlia, 151 lbs. (Capt. Spinks) 0

Mr. Dyer's Kilmarnock, 158 lbs. (Mr. Bartholomew) 0

Dr. C. Forsyth's Neston, 146 lbs. (Mr. Davis) 0

Mr. A. W. Roza's Aloha, 142 lbs. (Mr. Roza) 0

Time: 1min. 26secs.

Won by a head; 3 lengths between second and third.

Pari-mutuel. Cash Sweep.
Winner: \$13.60 Ticket No.
1. 9.90 511. \$1,550.10
2. 23.10 587. 829.60
3. 7.70 477. 284.30

Unplaced ponies (\$20 each): Nos. 193, 279, 534, 372, 495, 29, 268, 403.

ONE MILE RACE.

For all China ponies that have run in Hongkong and not won an official race here since 1st January, 1922, other than a race confined to Hongkong subscription griffins—both classes. Winners at this meeting barred. Weight for inches as per scale. Jockeys who have never won a race allowed 5 lbs. Entrance fee \$5. 1st prize, \$500; 2nd prize, \$150; 3rd prize, \$100.

Mr. Hector Sassoon's Roman Warrior (late Waterloo), 155 lbs. (Mr. G. H. Gibson) 1

Dr. F. Forsyth's Hurry-up, 153 lbs. (Mr. Zellecky) 2

Capt. E. G. Spinks' Lightning, 153 lbs. (Capt. Spinks) 3

Mr. A. A. Alves' Holbeach, 149 lbs. (Mr. Remedios) 0

Mr. Dynasty's Inellan (late Lenjan), 152 lbs. (Dr. Lyon-Brown) 0

Mr. Dyer's Dunmore, 153 lbs. (Mr. Bartholomew) 0

Mr. Seth's New Year Gift, 155 lbs. (Mr. H. Seth) 0

Mr. H. Birkett's Rialto Star (late Stephanotis), 153 lbs. (Mr. Matcham) 0

Time: 2mins. 11.2secs.

Won by a length; a short head between second and third.

Pari-mutuel. Cash Sweep.
Winner: \$16.70 Ticket No.
1. 9.80 355. \$1,974.00
2. 11.50 89. 564.00
3. 24.90 572. 292.00

Unplaced ponies (\$20 each): Nos. 193, 267, 312, 398, 497.

ONE AND A QUARTER MILE RACE.

HANDICAP.

Mr. Hector Sassoon's Roman Consul, 160 lbs. (Mr. Gibson) 1

Hon. Mr. A. G. Stephen's Hutton, 154 lbs. (Mr. T. W. Doyle) 2

Mr. Towers' Mosaic Tile, 153 lbs. (Mr. H. Seth) 3

Mr. L. Nelson's Navajo Scout (late Gleam), 163 lbs. (Mr. Johnstone) 0

Mr. H. Birkett's Shining Star, 150 lbs. (Mr. Matcham) 0

Mr. L. Nelson's Cherokee Scout (late Beating), 150 lbs. (Mr. L. Nelson) 0

Mr. Duds' Pickpocket, 147 lbs. (Mr. J. M. Remedios) 0

Mr. Dynasty's Kim (late Kobe), 147 lbs. (Dr. Lyon-Brown) 0

Mr. Seth's The Amerer, 147 lbs. (Mr. D'Aeth) 0

Time: 2mins. 46.2secs.

Won by half-a-length; a neck between second and third.

Pari-mutuel. Cash Sweep.
Winner: \$20.50 Ticket No.
1. 6.50 425. \$2,186.80
2. 5.40 694. 624.80
3. 5.70 220. 312.40

Unplaced ponies: Nos. 510, 623, 316, 416, 93, 320.

HONGKONG TRADE.

COTTON YARN IN KEEN DEMAND

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce gives the following information as the state of local trade:

Cotton piece goods and fancy cotton goods.—Since our last report the market has ruled quiet. Clearances are fair.

Cotton Yarn.—After a depression which lasted about three months, a keen demand has set in and good business has transpired. Prices, however, owing to the anxiety of the importers to realize, ruled very erratic and there is no improvement on our last quotations. Quotations are:—No. 10s \$145/168. No. 12s \$155/173. No. 16s \$180/194. No. 20s \$175/196. Arrivals 6,600. Shipments nil. Sales 10,000 bales. Unsold stock 13,000 bales. Bargains 10,000 bales.

Woolens.—A small business has been done in Blankets and hosiery. There is a slight improvement in clearances but the tone of the market is nervous and dull.

Raw Cottons.—There has been no business in this commodity in view of an entire absence of stocks. Quotations are nominally—Indian descriptions at \$30 to \$35. Chinese grade at \$32 to \$33.

Metal.—Business during the fortnight has been very quiet.

Flour—Market Report.—Stock: About 600,000 sacks. Quotations:—American Patent, \$3.60 per sack; American Straight, \$2.60 per sack; American Cut off, \$2.70 per sack; Shanghai Flour, \$2.80 per sack.

Java Sugar.—Market steady.

Phillip in Sugar.—Market quiet.

Saltpetre.—Strong demands and steady.

ENGLISH CONFECTIONERY.

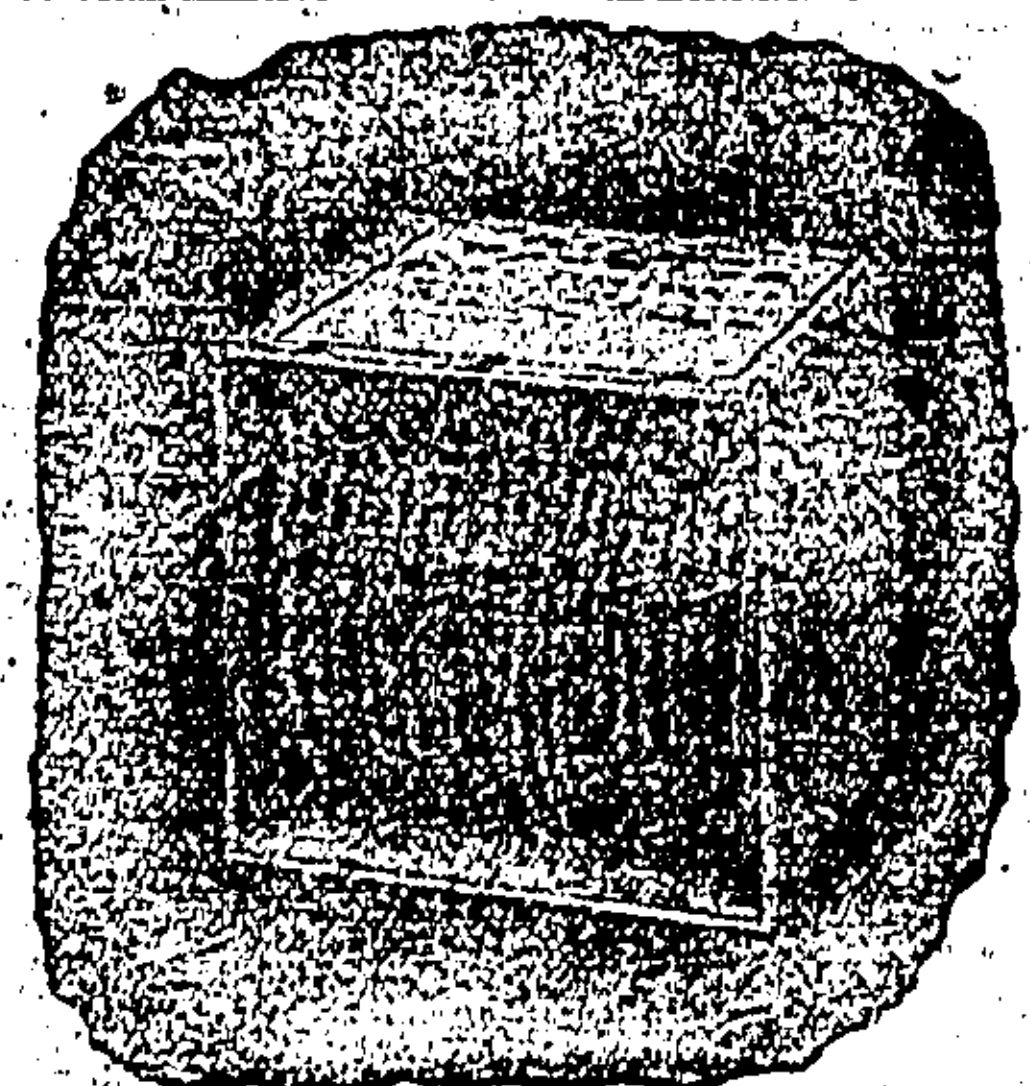
CADBURY'S CHOCOLATES.

King George. ½ lb. tins 1.00, 1 lb. tins 1.85
Imperial " 1.00, " 1.85
Bournville Nut " .80, " 1.50
Melcato " .90, " 1.50
Tropical Assorted " .85, " 1.50
Bournville Chocolate Biscuits " 1.50
Cadbury " " 2.00

CREAMS, FONDANTS, Etc.

Sovereign Selection .. per lb. 1.50
Assorted Creams .. " 1.50
Snowdrop Mixture .. " 1.50
Peppermint Fondants .. " 1.00
Marzipan Coffee Mixture.. " 1.30
Melba Peach Creams .. " .80
Mixed Fondants .. " 1.00
Strawberry Creams .. " .80
Turkish Delight .. per drum .80
Java Figs .. " .80
Orchard Fruits .. per tin .50

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GENTLEMEN'S
HIGH-CLASS TAILORS
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Specialists in all kinds of Sporting
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A Smart Selection of CASHMERE, SERGES,
SAXONIES, SCOTCH HOMESPUN and DONEGAL
TWEEDS in many exclusive designs and colourings.

[1622]

TO-MORROW.

PREMIER AT MANCHESTER.

VERBATIM REPORT OF A FIGHTING SPEECH.

A WITTY, SARCASTIC AND VIRULENT ELECTIONEERING DELIVERANCE.

DEFENCE OF GOVERNMENT'S NEAR EAST POLICY.

LATEST CABLES.

[THROUGH BUTLER'S AGENCY.]

TRIUMPHAL PROGRESS TO MANCHESTER.

On the eve of his speech at Manchester, Mr. Lloyd George received an ovation from thousands of people. On arriving from Manchester last evening, when he was met by a cheering throng of people, waving flags, in the villages en route to Moberley Hall, where he was the guest of Mr. Norton Barclay.

To-day Mr. Lloyd George made a triumphal progress through the town to Manchester, travelling from Moberley Hall in an open car with his wife and their little daughter, and being greeted by thousands of people. He was met by a cheering throng of people, waving flags, in the villages en route to Moberley Hall, where he was the guest of Mr. Norton Barclay.

KEY NOTE OF THE SPEECH INDICATED.

The theme of the Reform Club, where Sir Edward Rhodes, president of the Coalition Liberals of Manchester, presided at a luncheon, was packed with masses of people behind barricades. Standing on the steps of the Club, Mr. Lloyd George waved his hat in acknowledgment of the cheers. Responding to cries of "Speech," Mr. Lloyd George said: "I thank this great gathering for greeting me to this city to put the case of the Government in the efforts they have made to establish European peace and prevent bloodshed spreading to Eastern Europe." There were renewed cheers as he entered the Club where a handsome banquet was presented to Mrs. Lloyd George.

The Chairman, toasting the Premier, mentioned that there had been seven thousand applications for the three hundred seats available.

THE PREMIER'S SPEECH.

Mr. Lloyd George, on rising to respond to the toast, received a great ovation. He said: "Since I have come to the North of England, I have not witnessed these symptoms of universal indignation and execration with which the Government and its policy is supposed to be regarded. The fact that over twenty-five times as many people sought admission to this room as it can contain, and the fact that very great crowds have met me at every stage of my journey, might have been simply regarded as expressions of the interest which a notorious offender always creates—(laughter)—had it not been for the fact that wherever they were, they received me with cordiality, warmth and enthusiasm; such as I have never experienced before. I thank them. The people of this country do not believe that the Government deliberately endeavoured to rush this country into war—(Cheers). On the contrary, they regard that infamous charge as an outrage on British fairplay. We insured peace; we have not been war-mongers; we have been peace-makers; we took the only sure road to peace and we have reached it—(Cheers)."

IMPRESSING THE ORIENTAL MIND.

It has been largely due to the tact, judgment and resolution of our representative at Constantinople, Sir Charles Harington, and our sagacious adviser, Sir Horace Rumbold, and it has also been largely attributable to the patience and zeal of Earl Curzon. But, as Sir Charles Harington has said, and it is no derogation to either of them—it would have been impossible had it not been that resolution and firmness were displayed in sending the support to Sir Charles Harington which impressed the Oriental mind—(Hear, hear).—The negotiations—delicate and difficult and dangerous as they were—have been conducted under circumstances which, fortunately, were without precedent in this country. Whilst we were engaged in a most difficult task, we have been assailed with misrepresentation, with abuse, with innuendo, such as no Government, in conducting international affairs, has ever been subjected to before, and the country resents it—(Hear, hear)."

At the time we could not answer the charge; we had to lie quiet while it was suggested that we were war-mongers, that we were thirsting for blood—for the reason that you cannot place the whole circumstances before the country without interfering with the work of our representatives on the spot. But the time has come when I am enabled to speak, and I mean to do so—(applause). There is a writer in the Press who has made himself very notorious by the constancy and malignity with which he has pursued the Government for years. The moment he heard that Mr. Chamberlain and I were going to defend the Government he said, "What better proof do you want of their guilt?" Not only that, it makes things worse. That is new doctrine. Here is a poor fellow, charged with every conceivable offence. The moment he pleads "not guilty" and begins to defend himself, the prosecuting counsel shrieks with

joy and says, "Now, is that not only a proof of his guilt but an actual aggravation of it?"—(Laughter). Gentlemen, there are queer people let loose in the Press in these days!—(Renewed laughter).

A THREEFOLD OBJECT.

My task in explaining the action of the Government has been rendered very much easier by the speech which Mr. Chamberlain—(cheers)—speaking with hereditary point and force, delivered yesterday. But there are a few things that I feel bound to say, although they may be repetition—because they must be brought home, Sir, what were our objects in the action we took? They were threefold. The first was to secure the freedom of the Straits for the commerce of all nations; the second was to prevent war from spreading into Europe, with all the conceivable possibilities of a conflagration; and the third was to prevent the repetition, in Constantinople and in Greece, of the scenes of intolerable horror which have been enacted in Asia Minor during the last six or seven years.

I have not much to say about the Straits; it is not necessary to point out the importance of securing the Straits against a repetition of what happened in 1914. That prolonged the war for two years, and it very nearly brought upon the cause of the Allies irreparable disaster. But, apart from that, it is the only road to the fairway of the Black Sea, where you have got raw materials and food—surplus raw materials—and food, in times of peace—in normal times—such as no other part of Europe could supply and of the commerce of that part of the world one-third has always been in British ships. It is vital to us, vital to humanity; we could not have those Straits barred without giving away the biggest and most important prize which we won by our victory over Turkey in the great war—(cheers)—and which lost us so much in life and treasure.

A SITUATION FULL OF PERIL.

As to the spreading of war into Europe, you have only got to think of what would have happened if Turkey, flushed with victory, with no army to resist, had crossed the Bosphorus, passed into Thrace and occupied Constantinople. Do you think they would have stopped in Eastern Thrace? Do you not think they would have camped on the Maritsa? Who was to stop them? He would have swept into Western Thrace, possibly passed into Salonica? You know what that means—war—and the war in 1914 practically began in the Balkans.

It was a situation full of peril, and yet we had to act promptly, resolutely, firmly, and make it clear that we were not going to allow the fires to sweep over the Bosphorus. What would have happened in Constantinople, I dare not tell you. Sir Charles Harington warned us what might have happened—a terrible catastrophe. The population of Constantinople is only half Turkish—barely half—there are hundreds of thousands of Armenians and Greeks there. I could call the testimony of the gentleman who has been the military adviser and pamphleteer of Abidin Street (the Liberal Party's headquarters)—General Maurice. He said that, if we did not shut Chanak, there would be scenes in Constantinople by the side of which the fires of Smyrna would pale. I am not going into the question of who is responsible in Smyrna; I am not going to discuss whether the Greeks provoked the Turks or the Turks the Greeks; it is enough for me to call attention to the fact that, since 1914, the Turks, according to the official testimony we have received, have slaughtered in cold blood a million and a half Armenians—men, women and children—and five hundred thousand Greeks—without any provocation at all. I think it was right that, before the Turkish Army should be allowed to cross into Europe, in the flush of victory, with the blood of Smyrna on their hands, it should have had time to cool, and that we should have guarantees that there would be protection for minorities in Europe.

"NOT THE OLD LIBERAL POLICY."

That is all we did—(Cheers). We are pledged to shield these people. I am told it is not our business. I am sorry to say that Liberals have been pleading that it was none of our business to interfere between the Turks and their victims. What business is it of Britain's? If the Turk insists, leave him alone; let him cross the Straits, let him cross to Constantinople, a free road and a fairway for the shambles! That was not the old Liberal policy—(Prolonged cheering). It was certainly not the policy I was brought up in; it was not what I was taught in my youth, that Englishmen, Scotsmen and Welshmen should, every morning, repeat reverently, the litany of the cynic, "Am I my brother's keeper?"—that Britain should face the world with the brand of Cain upon her brow—that was not old Liberal doctrine—(Cheers)—neither ought it to be the new doctrine of the party that was led by Gladstone. I am told I think by Liberal newspapers—that I must not invoke the name of Gladstone. I can understand the reluctance to all that great spirit from the vasty deep to witness the spectacle of Liberal leaders and Liberal newspapers attacking a Government because they are doing their best to prevent the Turks from crossing into Europe and committing atrocities upon a

Christian population. I maintain that the policy we adopted was a policy which is in accordance with the highest interests and traditions of this land, and we have reason to be proud that it succeeded.

"BY THE OLDSTONE!"

You had another little social function here a few days ago; it was addressed, I believe, by Lord Gladstone. It was rather a shock to me to see a Gladstone denouncing us because we were trying to protect the Greek minorities against the Turks; it was rather a shock. A Gladstone! I would have taken it from almost anyone else—but a Gladstone! He was peculiarly offensive—(cheers)—and I am sorry to say that he has been so; I am sorry. No one has a greater respect for the name which he bears. I know the difficulties of any man, without adequate gifts—(laughter)—who has to carry, but through his life, a very great name. But if he only does it with becoming modesty—(laughter)—he would secure the compassion of the respect of everyone. I am sorry to say that Lord Gladstone never played that part, and he has given himself airs such as his great father never, in his most exalted days, took upon himself. He has actually excommunicated us from the Liberal Party! Well, the Papacy is not an hereditary office, and Mr. Gladstone, in his most powerful moments, never excommunicated Liberals who dared to disagree, but invited them back, with all his great powers of appeal and persuasion.

BEARING IT LIKE A CHRISTIAN.

But Lord Gladstone excommunicates us. What service has he rendered Liberalism? I know of no service except one. He is the best living embodiment of the Liberal doctrine that quality is not hereditary—(loud laughter and cheers). I am sorry, but I have stood it I cannot tell you how long; speech after speech of intolerable abuse. I am told I ought to bear it like a Christian—(laughter), and a voice "You are doing so." But there are too many people about in the world, now, who think it is the business of a Christian to allow himself to be massacred by Turks and Pro-Turks, without ever striking a blow. I am not that sort of Christian—(cheers)—and as long as I have a sword in my hand, and God gives me strength to use it, I will—(Cheers). Well, so much for him. There is no more ridiculous spectacle on the stage than a dwarf strutting before the footlights in garments he inherited from a giant—(laughter and cheers).

THE RIGHT ARGUMENT WITH THE TURK.

I am told that we were right in our object, in keeping the Turks out of Europe, of preventing massacre in Constantinople, ensuring the freedom of the Straits—all that was right; but we ought not to have used force, we ought to have argued with them, we ought to have persuaded them. He is a gentleman who is very amenable to persuasion—(laughter). Well, now, do let us look at the facts. Sir Charles Harington, in a message printed yesterday, attributed the fact that he succeeded largely to the reinforcements we sent him, and if you have any doubt about it, just you hark back to the speech which he delivered before the Turks. Sir Charles Harington was doubtful whether they were going to sign, and this is his last appeal. He told the Turks that conciliation had been carried to the utmost limit, and warned Ismet Pasha that Great Britain had, on the spot, a very large and powerful fleet, large numbers of aeroplanes, guns and a by no means negligible force of infantry; in fact, that Great Britain would be a very awkward enemy, but a very valuable friend. Well, now, that is the sort of thing the Turk understands, and I am not at all surprised at what followed in the statement—that it made a very great impression.

WHAT WOULD HAVE HAPPENED.

Just think for a moment what would have happened. We were advised by both our naval and military authorities that we could not assure the freedom of the Straits for peaceful commerce, unless we held both sides. The Turks advanced upon us; the French retired, and the Italians followed close upon their heels. We were told, in speeches and in the Press, that it was our business to do what our Allies were doing. Suppose we had followed meekly behind France. The Kemalist Forces would have been at Chanak. The next thing that would have happened would have been the crossing of the Straits. Gallipoli was held by a very weak Senegalese Battalion, with orders that they were not to fire on the Turks. Both sides of the Straits would have been in Kemalist hands.

Do you think you would have got them out? You would have gone to the peace conference and said, "Will you please get away from Chanak and Gallipoli?" And Kemal would have said, "No, we will guarantee the Straits for you." Would anyone have gone to drive them out of the position afterwards, if they had not yielded before the Conference? Of course not. You know what it cost, before, to attempt it. To hold it, it is a very different matter. Something would have happened in the Bosphorus. They would have been in Constantinople. Sir Charles Harington warned us that there were 15,000 to 20,000 Turks, all of the most fanatical character, inside Constantinople, ready. You know what would have happened—think of it; it is too horrible—if we had allowed them pass.

"THOUGHT THE FRENCH MEANT IT."

Then, our critics say, "Why did you not have an understanding with your Allies?" We did—(Applause). Only a few weeks ago, we received a message from the French Government that, if the Greeks or Turks invaded the Neutral Zone, they would have to be resisted by force, by the Allies. We accepted that; we thought they meant it. How were we to believe it was only intended for one side?—(Hear, hear). That message was followed by another, in which the French, Italians and British warned Mustafa not to cross the Neutral Zone. Not only did we think so, but the Generals also thought so, and

troops were sent by the various Allied Generals. But they had to be recalled. It is no use trying to bluff a first-rate fighting animal, and the Turk is that, whatever else he is. You can try bluff with cowards; it is of no use with really brave men; they know instinctively when you mean business, and when you don't. What were we to do? Were we to send a message to Mustafa Kemal, saying, "You must not cross this Neutral Zone, otherwise we will resist you by force," and, the moment he uses force, British troops were to run away? Is that the policy?—(Cries of "No, no.")

THE BRITISH DRAGON.

I remember visiting one of the Chateaux of France during the Peace Conference—I think it was the Chateau St. Jean—and I was very struck with the figure of a very fierce-looking dragon with flaming eyes and determined mien; with fire snorting out his nostrils, but with his tail firmly wedged between his legs—(laughter). Was the British Government to present this spectacle to the world of the British Dragon in that humiliating attitude?—(Cries of "No.") Well, we did not—(Cheers). You can, if you like, say we threatened. It is always a mistake to threaten unless you mean it, and it is because we were not merely threatened but we meant it, and the Turk knew that we meant it, that you have peace now—(loud cheers). Before I dismiss that part of the topic, let me say how much we owe to the promptitude, alacrity and enthusiasm with which Australia and New Zealand supported us—(Cheers). It was the fact that they were to say there were thousands—many tens of thousands—of Australians and New Zealanders ready to come over to prevent the graves of Gallipoli from being desecrated that contributed to this happy result. And even since I came into this room, I have had a very interesting telegram from Manchester: "Good luck and greeting from lot of 1915 Gallipoli boys and medical officers of Forty-second Division."—(Cheers).

THE YEARS 1914 AND 1922 CONTRASTED.

But I am told that we have departed from the methods of old diplomacy. That is very sad—(laughter). Mr. Asquith said, "Why did we not emulate the patient, forbearing policy which Lord Grey displayed in 1914 towards the Germans, instead of indulging in the amateur tactics of Downing Street to-day?" Well, the old, patient, forbearing policy of 1914 ended in the most disastrous war which this world has ever seen, and the amateur diplomacy of 1922 has, at any rate, brought peace. I am not blaming anyone for 1914, but I think Lord Grey and Mr. Asquith, knowing their own difficulties in the past, might have been a little more forbearing and patient, not merely with Germans, but with their own countrymen—(Cheers). They have been very critical, very critical indeed; but, believe me, I do not like entering into an altercation with old friends and colleagues, and I have honestly done my best to keep out of it. But, when, in speech after speech, I have seen them using the whole of their great experience and great intellects to emphasise the shortcomings of others, it is very difficult for me to refrain, for I am a fairly pugnacious animal—(laughter). No one knows better than Lord Grey that when you come to the quarter of international affairs there are factors over which you have no control—none.

FACTORS DIPLOMATISTS CANNOT CONTROL.

You have no control over factors at home, but infinitely less over the elements which make the position abroad, where national prejudices, national traditions, national interests, national outlooks all differ. It is not easy, in the realm of Foreign Affairs to secure agreement, and secure results; Lord Grey knows that. Take 1914. His proposals were admirable; his temper, I agree with Mr. Asquith, was one of the very best; but he was not the Kaiser's adviser and he had no influence over the German General Staff; they had their own ambitions; they had their own ideas. It is just possible that language more direct, language more emphatic, might have stopped it. But it is easy to be wise after the event. I am not criticising; I am only pointing out that it was the greatest, the most calamitous diplomatic failure that the world has ever seen, and that it was due to conditions over which Lord Grey had no control. He therefore ought to be charitable with others. Take the whole of the incidents of that period. Lord Grey sought to make peace in the Balkans. He made peace, but that peace did not stand the test of time, that peace carried it from London to the Balkans. It fell to pieces before it ever reached Sofia. That was not his fault; the plan was good, the intentions were excellent, but there were factors there which he could not control. He tried to prevent the Turks from entering the war against us—a most important matter—but German diplomacy was too strong for him. He tried to prevent Bulgaria from entering the war against us. There, again, German diplomacy defeated us.

NEVER TAUNTED LORD GREY.

Well, now, I have never taunted Lord Grey with that. "I do not taunt him now; but what I say is, that when you get into the realm of Foreign Affairs there are things that I will not say you cannot visualise, because you do—but there are factors you cannot influence. It is no use standing on a cairn of gigantic failures and throwing stones at people who have to work through difficulties which are just as great as his. You may succeed, or you may fail; the task is always a baffling one; the task is always a baffling one, and all you can do is to keep at it, and use every means at your disposal. The criticism should be dispensed with great care, great tolerance, and even with great charity, when you are dealing with Foreign Affairs. I don't want to use any bitter words, if I can avoid it, about old colleagues. I am told our Eastern Policy has been a series of improvisations which I have, flung out of what is supposed to be a rather fertile brain, just to suit the caprices of the moment.

What has been that policy? The policy undoubtedly was, first of all, to secure the freedom of the Straits; secondly, to take away from Turkish Rule the non-Christian populations whom you could not entrust to Turkish charge. Whose policy was that? I did not improvise it; I came into it. When I came into office, in 1918, I found a series of agreements with Russia, France, Italy, even Greece, which completely partitioned Turkey. There was only a small strip of Anatolia left to the Turks. Who did that? Lord Grey and Mr. Asquith. I was a member of the Government, and I approved it, and I make no complaint about it. But I want to say that it was not my policy. More than that, that policy was approved by Liberals, Conservatives and, I think, I may say, Labour Leaders. They were all members of the Cabinet that dealt with it. Earl Balfour, Mr. Bonar Law, Lord Lansdowne, Mr. Chamberlain, as well as Lord Grey, Mr. Asquith, Mr. Churchill and myself; we were all committed to it, and the direction was in the hands of Mr. Asquith and Lord Grey, and it was not a policy which I initiated; I came into it.

RUSSIA AND THE STRAITS: A CONFESSION.

Turkey had been almost completely partitioned, by agreements entered into with various Powers, before I ever became Prime Minister. Why did it fail? It failed owing to circumstances over which neither Lord Grey, nor Mr. Asquith, nor myself had the slightest control—Russia's collapse. Armenia, Constantinople, the Straits had been given to Russia. I do not mind at all, but it was very short-sighted policy. I agreed to it, and therefore I have got no right to criticise either Mr. Asquith or Lord Grey; but I and, however, bound to confess that it was very short-sighted policy, because if the Russian Revolution had come after the war, instead of during the war, you would have had Bolshevism, at this moment, in Constantinople and the Straits. It was a mistake, but we were all in it. Don't imagine I am blaming anybody, or that I am not taking part of the blame myself. What was the other thing that happened? The Italian Ministry, that was responsible for the policy of taking Southern Anatolia into the occupation of Italy, fell, and a new Ministry came in, with other ideas. Neither Lord Grey nor Mr. Asquith, nor myself, were responsible for turning that Ministry out. What was the next? The French defeat in Cilicia, which made them renege their policy. What was the next? President Wilson was under the impression that he could have persuaded America to take the mandate for Armenia. Well, his health broke down; we had no control over that. And then came one of the greatest disasters of all—the fall of that great, wise, sagacious statesman, Mr. Venizelos, and the substitution of the feeble, futile, foolish Administration that followed it.

WHAT HAS BEEN ATTAINED.

Well, all of these are circumstances over which no Government in this country had any control, so we have had to recast our policy. We have made the best of it, and we have succeeded in securing the freedom of the Straits, which is not merely a primary British interest, but a primary human interest. We have succeeded, also, in holding up the peace until you had established the freedom of that great, gifted people, the Arab race, and also some sort of protection for minorities in Eastern Europe. So much for that part. I might just add one word, before I dispose of this part of the case about what I said; that those treaties were mine and prepared by myself. I am fully responsible for them, but it is supposed I took it out of the hands of the Foreign Office—the Treaty of Sevres and all others. I will read a short extract from a Memorandum prepared by the Foreign Office; not for myself, but prepared for the Cabinet. This is how the Treaty of Sevres was prepared:—

The general basis of settlement was explored by Mr. Berthelot, of the French Foreign Office, and by Lord Curzon in December, 1919, at the Foreign Office. All this, interjected the Premier, is supposed to have been done from Downing Street by my "Secretariat"—(laughter)—but the Supreme Council did not assemble until February, 1920, in London, and, after several meetings, delegated the work of preparing the Treaty to a committee of Foreign Ministers and Ambassadors, sitting at the Foreign Office. That meeting was presided over by Lord Curzon; I never attended it; I approved of it. The Conference, this year, on this matter, the Conference at the beginning of the year, as well as the recent Conference—have been attended exclusively by our Foreign Ministers. I assented. I was consulted, but Lord Curzon, with great ability, great knowledge and great experience, conducted the proceedings.

AN ARMY OF "AMATEURS."

I think it necessary to say that because of the rubbishy statements which are made about these Treaties having been prepared by the Cabinet Secretariat, without the consent of the Foreign Office. They were prepared at the Foreign Office, by Foreign Office officials, under the chairmanship of the Foreign Minister, and I think it is absolutely necessary that that should be said at the present stage. As for amateurs, who are the "amateurs" who have agreed to this policy, I will name them. Lord Grey, Mr. Asquith, Lord Curzon, Lord Balfour, Lord Lansdowne, Mr. Bonar Law, and myself; in France, Mr. Clemenceau, M. Poincaré—who was President of the Republic at the time—and President Wilson—a fine array of "amateurs."—(Cheers). There you are! I would not waste your time had it not been that that statement has been published, ad nauseam, by men who know nothing about it from beginning to end, and it has been doing mischief. I dismiss this part of the case by saying that, by the action that has been taken, by the skillful work of the representative of this country, you have secured not merely a bloodless peace, but a peace of which Great Britain, at any rate, need not be ashamed—(Cheers).

A PERSONAL NOTE.

Now, I am sorry to say, I have got to come to another topic, and I must say—if you will tolerate me—a few personal words. I am sorry to obtrude my personality upon even an indulgent, kindly audience of my native city—(cheers)—but, unfortunately, it is a subject of controversy, and I have got to deal with it, as I would with any other controversy which affects the affairs of government. I see Sir Donald Maclean—a friend of mine, and a friend I like very much and for whom I have very great respect—has finally kicked us out of the Liberal Party. I think he might have left it to others. He has always been free from personalities; but there is no greater tragedy in life than the weakness of a good man, and I am sorry he has succumbed—(laughter). But he is only one out of many; there are Die-hards on both sides; there are Liberal Die-hards and there are Conservative Die-hards; and they all would like to make me "die hard," too—(laughter)—and soon—(renewed laughter).

A LONG, HARD SPELL.

I see in one newspaper that rather supports the movement against the Government and claims that there should be a change, that what the country wants is something a little more dull and ordinary—(laughter). There ought to be no difficulty in supplying, from amongst my critics, any number of suitable candidates that would fulfil that description—(laughter). If there is to be a change, believe me, there is no man who would welcome it more than I would. I have had a long spell, and a pretty hard one—(hear, hear)—I would welcome—I would love—freedom. There are lots of things I want to say: Office is a great shackle. I never sought my present position: Mr. Bonar Law, Earl Balfour, Sir Edward Carson can tell you that. I was willing to serve under any man of experience who was prepared to conduct the war efficiently, and I said so—in an office, however humble. I gave up one of the most powerful positions in the Government, in 1915, to take up an absolutely new and what was then a humble office, because I thought I could serve my country better. And, in 1916, if they had said to me, "That is your job,"—inside or outside—I would have done it, because there were millions who were facing death for their country, and it was not for a man to pick and choose his job—(loud cheers). I never said, "Make me Prime Minister." On the contrary, I begged Mr. Balfour, Mr. Bonar Law, or anybody, to take that position. I begged Mr. Asquith to remain so long as conditions were assured to efficiently conduct the war.

INTERESTING REVELATIONS.

Three years ago, I was anxious to go out; I felt that I could render better service to my country in a more independent position, and I begged Mr. Bonar Law to take charge. He declined. At the beginning of this year, I wrote to Mr. Chamberlain and suggested that it would be better that, as he was the leader of the Party that commanded a majority in the House of Commons, that he should take it up, and I promised every support so long as the policy of the Government was a policy of pacification and of non-reactionary legislation, and that the contract with Ireland was carried out—(Cheers). My colleagues, after consulting together, unanimously thought otherwise. I never sought the position; I never wished to retain it, and I will serve my country in any capacity so long as God gives me strength—(Cheers). No man has had more loyal colleagues than I have; we have worked for no mean end, in a comradeship of hard toil, always for our common country. I certainly would regret any severance with men who have treated me, personally, with such honourable fidelity, who have helped me along in policies that excited indignation, even amongst certain quarters of their own supporters, because they regarded it as in the interests of the country.

THE SATISFACTION OF A LOOKER-ON.

But I would welcome freedom; it would be very interesting to watch others handling difficulties which they seem to think can be treated so easily—(laughter). Have you ever been trying to disentangle a knot with somebody looking on?—(laughter). You seem to fumble, you seem to take a long time; they get very impatient and, at last, they say, "Give it to me." Then you look on—(laughter)—and the tangle gets a little worse and the fumbling gets a little more pronounced; there is a little satisfaction of a human kind in looking on—(laughter). I shall watch many things: I shall watch, for instance, to see how we are to forgive Germany all her Reparations, and make France love us more than ever—(laughter). I shall watch how we are to pay the United States of America what we owe her, and forgive every other country everything they owe us: have a better Army, Navy and Air Force; have more houses for everybody while, at the same time, rents are not being put up; strengthen your educational system and give more to the unemployed; and yet make the taxation of this country lighter—(laughter). I shall watch the men who believe in denominational education working with those who say that a State Church is essential to the recognition of religion. I shall watch the men who believe that Tariff Reform is essential to national prosperity, and those who believe that Free Trade is the only remedy working together.

A POPULAR APPEAL.

It would be an interesting experiment to see others fight. That is one of the joys I have in store. I believe there is a resolution to be moved at a political Unionist meeting. I think it would have been more honourable, more courageous, if it had been moved in November, 1918—(loud cheers). That is one Party. On the other hand, there is another Party that, through the mouth of Lord Gladstone and Sir Donald Maclean, say they will have nothing to

(Continued on page 6.)

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c/o KING EDWARD HOTEL,
Room No. 48.

CABLES.

(Continued from page 3.)

[THROUGH REMEX'S AGENCY.]

do with me, or be associated with me. All the same, despite that, I have many friends there. (Cheers). Outside, I saw that smiling welcome of faces, greeting me, and I saw them on the roadside today. I have many friends, Conservatives and Liberals, yes, and a multitude of those who are of neither of those Parties. I throw myself on the people, whose cause I have never betrayed during thirty-two years of strenuous public life. (Great cheering). There are just, there are generous people; and to those who have done their best to render them service (and I claim to have rendered them service) they will see fair play. I am not afraid of the future. Had I betrayed the people, the opposition which has been put forward in certain quarters would never have arisen.

THE SUPREME TASK OF STATESMANSHIP.

The world has not yet recovered from the deep hurt inflicted upon it by war; that recovery will be slow, weary, tedious, and there will be many setbacks. The supreme task of statesmanship at this hour is the pacification of nations, so that the peoples of the earth shall have leisure to devote themselves to the peaceful avocations of life; to fill up the depleted reservoirs from which we all draw. My course is a clear one. I will support with all my might any Government that devotes itself and lends its energy to that task with single-mindedness, fearlessness and with resolution—provided they do not embark upon measures which will inflict permanent injury upon the country; whether these measures be reactionary or revolutionary.

That does not mean that I pledge myself to support inefficiency and vacillation—infirmities in any Government, or any party—but any Government that has not pursued that course I will assist with all my might. That is my policy. The future is a perplexing one; the situation of our country, the situation of the world is too grave for any man to engage in any party or personal manoeuvres. One Party—and I deplore it—has brought itself to the brink of destruction, in spite of every warning, but that kind of folly, and men who are engaging in the same kind of folly in either Party will live to reap a harvest of DISAPPOINTMENT and disillusionment. Nations will never forgive Parties that sacrifice national interests in a great emergency to Party gain—(cheers)—and whatever may be the temporary advantage of that manoeuvre, the time will come when even those who have listened to those counsels, and who may recklessly and blindly follow that counsel, will rebuke them because, instead of bringing national confidence, they have brought distrust to the Party they love best.

I shall play no personal or Party game; I place national security and prosperity above the interests of any body and if, in consequence of the position which I have taken up—that position which I mean to abide by—if, in consequence of that, I am driven down into the wilderness, I shall always recall with pride that I have been enabled, with the assistance of loyal colleagues, to render it no mean service to the country, to render it no mean service to the country, to render it no mean service to the country. I shall be proud of the fact that I have attempted things which, even yet, have not reached maturity or complete success, and I shall be prouder than ever of the fact—if this were the last day I held this high position—I shall be prouder than ever of the fact that it was given me, in the last days and weeks of my Premiership, to invoke the might of this great Empire to protect from indescribable horror men, women and children by the hundred thousand, who were trusting to the plighted word of France, Italy and Britain—Great Britain—has kept faith. (Loud and prolonged cheers).

TWO BOROUGHS: CONFER THE FREEDOM OF THE PREMIER.

After the speech, Mr. Lloyd George moved to Salford, through cheering crowds, and was presented with the Freedom of the Borough. Acknowledging the honour, he said the credit of the country was now far and away the best in Europe. As regards unemployment, due to the war, the country had made unprecedented provision to relieve distress caused by unemployment. Mr. Lloyd George subsequently proceeded to Blackpool where he was similarly honoured and dined with the Mayor and Corporation. Everywhere he appeared in public there were enthusiastic demonstrations by large crowds.

SPEECH SUGGESTS STRANGE POSSIBILITIES.

The Observer, in an editorial, says the Premier still leaves himself free to take any one of several widely different courses. His speech was unmistakably an appeal to the Liberals. His friendly reference to Sir Donald Maclean and his repudiation of any desire for personal dominance, would suggest strange possibilities.

MR. ASQUITH THINKS COALITION IN SERIOUS CONDITION.

In a speech at West Hartlepool, Mr. Asquith said the Coalition seemed in a serious condition. It was still uncertain whether this would culminate in reunion or divorce. He thought the sooner a General Election came, the better, and he could not think that after the hard experience of the Government during the last four years, the electorate would repeat the folly committed by a blinded and infatuated electorate on the last occasion, and continue the worship of transitory idols.

EARLIER CABLES.

MR. CHAMBERLAIN SAYS A COALITION IS INEVITABLE.

"THE MENACE OF A LABOUR GOVERNMENT."

London, October 15th.
A speech likely to clarify the present confused political situation was delivered by Mr. Austen Chamberlain at Birmingham, in which the leader of the Unionists made a bold and impassioned appeal for unity and urged that a Coalition Government was inevitable at the present juncture, in view of the menace of the formation of a Labour Government.

Mr. Chamberlain declared that if Labour obtained a majority at the next election (the date of which he did not pretend to be able to say, as it was the Premier's right to tender advice as regards a Dissolution), direct action would triumph over government, which Mr. Clynes said would have to take instructions from a caucus.

Mr. Chamberlain declared that the capital lorry threatened by Labour would mean the ruin of industry. He was convinced there was no possibility of any Government carrying on in the new Parliament except by a Coalition.

DENOUNCED NEAR EAST POLICY.

Continuing, Mr. Chamberlain said he believed the Government's Near East policy was successful, because the Government throughout firmly and temperately pursued a single object. He denounced the Opposition for using language the only effect of which was to weaken the authority of the Government, encourage Kennist pretensions and present Britain as a satellite of France. The Government were heirs of the policy of Mr. Asquith and Viscount Grey. He concluded that the time had come when it must be made clear to the Allies that only in union lay security.

MR. CHAMBERLAIN'S PRONOUNCEMENT CRITICISED.

The voices of two or three faithful Coalitionist organs who are cordially approving Mr. Chamberlain's pronouncement, are almost drowned by the chorus of denunciations in the remaining morning newspapers including, notably, *The Times*, the *Daily Mail*, the *Morning Post* and the *Daily Express*, which are unanimously set on Mr. Chamberlain's deposition, as a conservative leader, in view of his pronouncement in favour of adhesion to Mr. Lloyd George and the Coalition system. The critics represent the conservative rank and file as firmly determined to break with their liberal partners, headed by Mr. Lloyd George.

PREMIER RECEIVED BY THE KING.

London, October 15th.
His Majesty the King has granted an audience to the Premier.

LATEST CABLES.

REPARATIONS PROBLEM—AGAIN.

PARIS NEWSPAPERS OBJECT TO SIR J. BRADBURY'S PROPOSALS.

Paris, October 14th.
The *Echo de Paris* states that Sir John Bradbury's reparations scheme provides that Germany must hand to each of the Allies, in respect of cash payments, bills with a currency of five years. Each Ally will be independently free to endorse its bills and to discount them in the international market. In respect of payments in kind, a singular system of bills will be drawn by the interested States and will be returned to Germany, who will thus possess a guarantee from a sound State, and while Germany will have to pay the German purveyor in paper marks, she will be enabled to obtain the corresponding amount in gold marks abroad.

The newspapers unanimously refuse to entertain the proposals.

PROVISIONS OF THE SCHEME.

Paris, October 14th.
It is officially announced that Sir John Bradbury's scheme provides for the removal of reparations charges from the German budget, for two, or even four years, in order to enable Germany to obtain credits; secondly, the fixing of marks exchange and allowing the Reichsbank to sell gold marks against paper marks, at a fixed rate, to be determined by a Mixed Commission; thirdly, the reorganisation of the Reparations Commission and its transference to Berlin.

EARLIER CABLES.

FRANCE OPPOSED TO FIVE-YEAR MORATORIUM.

Paris, October 13th.
An important Cabinet meeting was held this afternoon, M. Poincaré presiding. It is stated that Ministers were unable to accept Sir John Bradbury's proposal to grant Germany a five-year moratorium in respect of cash payments.

The Cabinet, which was attended by M. Barthou and experts, deliberated upon the French attitude as regards the further collapse of the mark and its effect upon reparations payments. Sir John Bradbury's proposal for a five-year moratorium for Germany was regarded as inadmissible, because it prejudges Germany's prosperity for too long.

It is agreed that the French attitude has not been materially modified since the August conference in London. It is announced that French circles are in favour of the suspension of the Reparation Commission's decisions until after the Allied examination of the whole problem at the Brussels conference about the end of November.

LATEST CABLES.

AMERICAN PROHIBITION WRANGLE.

WHITE STAR LINE OBTAIN RESTRAINING ORDER.

New York, October 14th.
The White Star Line have obtained a restraining order, similar to that obtained by the International Mercantile Marine. It is understood that the Secretary of the Treasury inclines to the view that seizure penalties should only be invoked when the officials are convinced that the liquor concerned is destined to enter the United States illegally. Officials are said to expect that the rule of reason will be applied when enforcing the law and where ship's crews are accustomed to wine with meals, a certain amount will probably be allowed to enter, excess liquors being sealed.

ENFORCEMENT OF RULING POSTPONED.

Washington, October 14th.
The enforcement of the new liquor ruling, as regards foreign ships and American ships leaving foreign ports, has been postponed to October 21st.

SERIOUS STATE OF AFFAIRS IN COTTON TRADE.

SPINNERS "FEELING THE PINCH."

London, October 14th.
The serious state of affairs in the cotton trade is reflected in the decision by the General Committee of the Master Cotton-Spinners Federation, to recommend the American section to continue work on short time (mills being stopped from Friday night to Tuesday morning, weekly) throughout November, and to convene a meeting early in November, to consider the situation then existing. A member of the Federation stated that spinners of Egyptian and other yarns were feeling the pinch, to an extent utterly unanticipated a few weeks ago.

STABILIMENT OF THE MARK.

GERMAN CHAMBERS OF COMMERCE OPPOSE GOVERNMENT REGULATIONS.

Berlin, October 14th.
Opposition is rising against the new Government regulations to arrest the depreciation of the mark. The Hamburg Chamber of Commerce have protested and it is reported that the banks and insurance companies are declaring that the regulations will be absolutely ruinous, and further, that import business will pass into the hands of foreigners. The Bremen Chamber of Commerce is equally emphatic.

NORWEGIAN BANK'S DIFFICULTIES OVERCOME.

CHRISTIANIA, October 14th.
The Bank of Norway and four private banks have decided to place at the disposal of "Andresens Bregens" Kridet Bank, the necessary capital to guarantee its working. They will pay the bank fifty million kroner, which covers its deposits and liabilities.

INCREASED WAGES FOR U.S. RAILWAY WORKERS.

CHICAGO, October 14th.
The Railway Labour Board granted a two cents an hour increase in wages to 452,000 maintenance way-men and railway shop workers.

AKALI PROPAGANDA IN INDIAN REGIMENTS.

ALLAHABAD, October 14th.
The efforts of pioneers from Amritsar equal those of the Bandhak Committee, in their endeavour to enlist the sympathies of Sikh soldiers. The akali movement is increasing and a number of soldiers have returned to their regiments with a supply of vernacular propaganda.

RATHENAU MURDER TRIAL.

PRISONERS SENTENCED.

Berlin, October 14th.
At the Rathenau murder trial, mentioned in a cable message dated October 5th, Ernst Tschow, who drove the murderers in a motor-car, was sentenced to fifteen years' penal servitude. Other sentences ranged from two months' imprisonment to eight years' penal servitude.

IN THE NEAR EAST.

GREEK POSTS WITHDRAWING.

SOVIA, October 14th.
It is reported that the Greek posts on the Thracian frontier are already withdrawing.

EARLIER CABLES.

GENERAL TURKISH RETIREMENT.

CHAMAK, October 13th.
A general Turkish retirement is progressing.

CONSTANTINOPLE, October 13th.
Turkish cavalry which crossed the Dardanis are reported to be retiring behind the boundary.

It transpires that news of the signature of the Mudania Convention only reached the Greeks last night. It is reported from Angora that the Kemalists are continuing busily to organise their forces. If the peace conference is delayed or the negotiations protracted unduly, doubtless these troops will be utilised to exert pressure—indeed, the Nationalists here do not conceal their intention of shortly demanding the evacuation of Constantinople.

EARLIER CABLES.

NORWEGIAN CLAIM AGAINST UNITED STATES.

HAGUE TRIBUNAL AWARDS INDEMNITY.

THE HAGUE, October 13th.
The Court of Arbitration has awarded Norway an indemnity of about twelve million dollars in respect of the requisitioning of Norwegian ships by the American Government during war time. Norway claimed \$13,000,000 and the United States offered to pay about 2 millions.

The United States representative protested against the decision, and, on behalf of his Government, reserved all rights in respect of any infringement of the conditions under which the dispute was submitted to the Court and vital errors which would invalidate the award.

PRESIDENCY OF ARGENTINA.

BRILLIANT CEREMONY AT INSTALLATION.

BUENOS AIRES, October 13th.
Signor Alvarez was installed in the Presidency of the Republic. After reading a message to Congress, declaring his election to be a triumph for democracy, he went in procession to the Palace, ships dropping flowers along the route. The crews of the Japanese, Uruguayan, Brazilian, and Mexican warships headed the brilliant military procession.

THE GERMAN REPUBLIC.

HINDENBURG AS CANDIDATE FOR THE PRESIDENCY.

BERLIN, October 13th.
According to the *Vossische Zeitung*, Marshal Hindenburg has acquiesced in the National People's Party's request to become a candidate for the Presidency of Germany.

WELSH COAL FOR BRAZIL.

LONDON, October 13th.
The Japanese steamer, *Singapore Maru*, left Swansea for Rio de Janeiro with over 6,000 tons of coal. This is the largest cargo from Swansea for years.

FRENCH DOCK STRIKE.

MARSEILLES, October 13th.
The dockers and coal-trimmers have voted in favour of an immediate return to work.

NEW POST FOR SCOTTISH SECRETARY.

LONDON, October 13th.
The Right Hon. Robert Munro, Secretary for Scotland, has been appointed Lord Justice Clerk.

NOTICES TO CONSIGNEES.

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENARTY."

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims against the Steamer must be presented to the Underwriter on or before 23rd inst., or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 10 A.M. No Fire Insurance will be counter-signed by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 10th October, 1922. [1604]

NOTICE TO CONSIGNEES.

The Steamship "TRIESTE."

FROM TRIESTE, VENICE, BRINDISI, PORT SAU, ADEN, COLAIBO, PENANG AND SINGAPORE.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 10 A.M. No Fire Insurance will be counter-signed by GIBB, LIVINGSTON & CO., LTD., Agents.

[1605]

FOR EUROPE AND AMERICA

THE CHINA OVERSEA TRADING COMPANY, Ltd.
A Comprehensive and Complete Record of the NEWS OF THE FAR EAST

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Hongkong's Most Modern and Coolest Picture Palace.

TO-DAY at 5.15 P.M. and 9.15 P.M.

LEWIS J. SELZNICK presents CONWAY TEARLE
in Elaine Sterne's

"THE ROAD OF AMBITION"

in 7 REELS.

AN INSPIRATIONAL PHOTODRAMA OF ROMANCE
AND BIG BUSINESS.
A 100 PER CENT. ENTERTAINMENT.

2.30 & 7.15 p.m.

CHARLES HUTCHISON in "DOUBLE ADVENTURE"
Episodes, 14 & 15.

USUAL PRICES. BOOKING AT THE THEATRE.

AILSA CRAIG

MARINE MOTORS

A first-class British-made Motor at a reasonable price

1 Cylinder to 6 Cylinders.
4 B.H.P. to 50 B.H.P.

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"PHILIPS"

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ECONOMY

SOLE AGENTS

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or your glasses
Consult

CHINESE OPTICAL CO.
Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL,

Hongkong.

WIRELESS ON MOTOR-CARS.

MARVELS AT FIRST RADIO
EXHIBITION.

The very latest exhibits in wireless apparatus and accessories draw a large crowd to the first Radio Exhibition, which opened at the Central Hall, Westminster, last month. The incessant inquiries with which exhibitors were bombarded were an indication of the keen interest this new science and hobby has awakened, says one of the London newspapers from which the following paragraphs are taken—

One of the novelties of the exhibition is a motor-car, fitted complete with receiving set, shown by the Autovoy Company. All you see is the receiving box neatly ensconced below the back seat, and a bright parasol resting casually in front. The parasol, on inquiries, discloses itself as a loop-aerial, by the aid of which one may ride out to the country and enjoy a wireless picnic.

Another innovation displayed by the same firm is a tele-typewriter, price £120, which should considerably facilitate the enterprise of business men in clubs and isolated country houses and on board ship. An ordinary typist taps an ordinary typewriter keyboard, the communication is immediately transmitted and transferred on to a tape machine at the other end. Here, too, an H.P.R. trumpet receiving set, price 150 gs., will switch you on to any station north, south, east and west in something like 80 sec.

Of special interest to amateur hobbyists were the various parts ready for home construction, which permit a considerable saving on the made-up set. The Eureka stall showed these at £2.17s. Amateurs, too, were busy trying their hand at wireless "stealing" in the "Bleakdown Crime Mystery," prizes for the elucidation of which are competed for twice daily. A wealthy senorita has been found shot dead on a desolate moor. A telephone is provided to enable the investigator to call up police, ships at sea, etc. according to the particular clue he or she wishes to follow up. What could be more simple?

Presiding at the inaugural luncheon at the Victoria Mansion Restaurant, Major-General Sir W. S. Bracken said that, thanks to wireless, aircraft in future in any part of the world would be able to know what the weather was like hundreds, even thousands, of miles ahead, and thus travel safely through clouds, darkness, or any sort of weather. Empires in the past had depended on communications for their existence, and future history would undoubtedly record that wireless and aviation between them had been largely responsible for the preservation of the British Empire.

ANTI-SWEARING CAMPAIGN.

VERONA'S OATHS DOWN BY 75 PER CENT.

The "Observer's" correspondent at Rome writes—

Three months ago some idealists at Verona formed a society for the suppression of bad language. They claim that swearing in Verona has already been reduced 75 per cent., and that in the course of another fifteen years it will have entirely disappeared. Every means of propaganda is used, including posters and notices on public buildings, railway-stations, schools, barracks, etc., and showers of leaflets from aeroplanes and imitation bombs in fireworks exhibitions. The notices themselves are varied, picturesque, and adapted to circumstances. Here are some of them:—"Dante orders you not to offend the land of song by oaths." "Be careful! If you swear, your children will despise you and civilised society will cast you out." "Profanity is a short circuit." At the football club, huge printed notices urged the players to "Give a kick to swearing," and to "make many goals, but not one oath." The Committee want guards and policemen to be empowered to take the name and address of individuals who are overheard using bad language in the streets, the said names and addresses to be posted up to public scorn in the great central square of Verona.

A crusade against swearing was instituted so long ago as the 15th century in Florence by a certain porter, Pietro Borsi, who bound over his companions to pay, small fine every time they uttered an oath, and with the money thus collected he founded the famous brotherhood of Mercy, the "Misericordia," which takes care of sick or wounded persons found lying helpless in the streets, and is still a flourishing and most useful institution. And on one Sunday in the year the Archbishop of Florence holds a special service of intercession against profanity and evil speaking, in the cathedral, with a procession of all the religious orders.

At Verona Pietro Borsi has found latter-day imitators, for in several cafes a collecting box is placed on the table when a group of workmen are preparing to play cards, and a fine of twenty centimes is imposed for every bad word.

It has been rumoured that Signor Gasparotto, who was War Minister in Signor Bonomi's Cabinet, is about to bring in a bill making swearing a punishable offence among soldiers. Most people, however, consider that it might be more prudent, for the present, at any rate, not to deprive the much-tried army of this one safety-valve.

Disarmament occupied the attention of the International Conference of the World Alliance for Promoting Friendship and Understanding through the Churches, which met last month at Copenhagen. Dr. Dunsmann, Germany, said they now knew what war was, and so were a current in favour of all-round disarmament had not been known before among the German people.

INTIMATIONS

ST. JOHN'S CATHEDRAL,

MONDAY,

OCT. 16TH,

AT

9.15 P.M.

ORGAN RECITAL

THE H.K.

MALE VOICE CHOIR.

[1394]

MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern
Motor Launch "JENRICA"
(Built of Steel).

Length overall—56' 0".
Breadth moulded—11' 6".
Depth moulded—3' 6".
Draught moulded—1' 8" to 1' 9".
D. W. capacity on above draft—3 tons.
Speed—8½ knots.
Engines—Twin set "Kelvin" Motors,
each 30 h.p.

Installed with Electric Light.

Price \$10,000 or near offer.

The Motorboat "KEIKUNG"
(Built of Teak).

Length overall—29.3/10'.
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Engine—"Kelvin" Paraffin Motor.

Price \$1,800 or near offer.

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New Consignments of the well-known "Vafadis" Egyptian Cigarettes arriving monthly—Crown Prince, Non Plus Ultra, and Superfines.

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"LA FRANCE."

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[1453]

PREPAID "WANTED" ADVERTISEMENTS

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Boxes QV, RF, RU, RW, TH, TU.

WANTED.—Chinese Competent TYPIST,
with good knowledge of English by
Commercial Firm. Apply, stating salary
required and experience to Box No. V.C., c/o
Daily Press Office. [253]

WANTED.—A Qualified TEACHER
Needed, must have experience in
teaching. Apply Box No. 100, Daily Press.
[252]

TO LET.—From November 1st, Five Room
Furnished House at Cheungchow with
Tennis Court. Cheap for Winter Months.
Apply J. L. McPherson, Y.M.C.A. [251]

TO BE LET.—GODOWN.—Spacious Two
storied Godown, situated on the Praya
near Riverfront Canal and containing approx-
imately 5,000 square feet on each floor. To be
Let to the end of the year.—Apply 2, office of
this paper. [234]



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he was persuaded to try Sanatogen
has been a veritable turning point
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perils of nervous exhaustion to a state
of vigorous health and nerve-power.

Do you need Sanatogen? If so, do
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SANATOGEN
(The Tonic Food)

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

BANGKOK via SWATOW	"KWAISANG"	Tuesday, 17th Oct.	2 p.m.
HAIPHONG via HOIHOW	"DEESANG"	Wednesday, 18th Oct.	10 a.m.
KORE	"HOSANG"	Thursday, 19th Oct.	11 a.m.
YERCHOW via SHANGHAI	"TAKSANG"	Thursday, 18th Oct.	Noon
KANTUNG	"HINSANG"	Thursday, 19th Oct.	2 p.m.
SANAEKAN			
TSINGTAU via SWATOW	"YATSHING"	Friday, 20th Oct.	1 a.m.
SHANGHAI	"FUENSANG"	Friday, 20th Oct.	3 p.m.
MANILA	"CHUSANG"	Saturday, 21st Oct.	4 p.m.
TIENTSIN	"CHUSANG"	Saturday, 21st Oct.	10 a.m.
BANGKOK via SWATOW	"CHUSANG"	Tuesday, 24th Oct.	3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Tuesday, 24th Oct.	3 p.m.
TSINGTAU via SWATOW			
SHANGHAI	"HANGSANG"	Thursday, 26th Oct.	10 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday, 29th Oct.	10 a.m.
STRAITS & CALCUTTA	"HOSANG"	Thursday, 9th Nov.	3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained through Bill of Lading are issued to Yokohama and Yantai via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Haiphong when convenient.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bill of Lading for Krat, Jesselton, Luban, Tawau and Labuan.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chet.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about
Tuesday, 24th Oct., at 3 p.m. for SINGAPORE, PENANG
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OUTWADE.

Vessel	Leaves Hongkong	Discharges
"GLENHARRY"	17th Oct.	GENOA, LONDON, ANTWERP & HAMBURG
"GLENIFFER"	23rd Oct.	LONDON, ANTWERP, ROTTERDAM & HAMBURG
"GLENHARRY"	29th Nov.	LONDON, ANTWERP, ROTTERDAM & HAMBURG
"GLENHARRY"	27th Nov.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENHARRY"	17th Oct.	GENOA, LONDON, ANTWERP & HAMBURG
"GLENHARRY"	23rd Oct.	LONDON, ANTWERP, ROTTERDAM & HAMBURG
"GLENHARRY"	29th Nov.	LONDON, ANTWERP, ROTTERDAM & HAMBURG
"GLENHARRY"	27th Nov.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG

Movement are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-ex. 23 and Central 3898.

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YAMASHITA KISEN KAISHA

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REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

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FOR KEELUNG via Swatow & Amoy

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No. 11, King's Building
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ON SALE

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, JANUARY to JUNE,

1922. Each Volume Price \$7.50.

On sale at 41, Hongkong Daily Press

SHIPPING NEWS

ARRIVALS.

October 15th.
Derwent, British str., 1,362 tons, Capt. C. H. Benstead, from Saigon, with rice and paddy.—Thai Thuan & Co.
Haifong, British str., 1,146 tons, Capt. W. S. Turnbull, from Swatow, with a general cargo.—Douglas S.S. Co.
Kwanglee, Chinese str., from Canton.
Sun On, Chinese str., 391 tons, Capt. Kwok On, from K. C. Wan, with a general cargo.—Lee Fat S.S. Co.
Tai Sang, British str., 1,341 tons, Capt. W. W. Hipkin, from Saigon, with rice.—J. M. & Co.

October 14th.
Akita Maru, Japanese str., 3,817 tons, Capt. Y. Katori, from Singapore, with rattan and timber.—N.Y.K.
Kronos, Norwegian str., 1,519 tons, Capt. R. Jensen, from Bangkok, with a general cargo.—Ray.
Kango Maru, No. 1, Japanese str., 749 tons, Capt. S. Yamaoka, from Haiphong, with a general cargo.—Man Wing S.S. Co.

Portos, French str., 19,500 tons, Capt. Peck, from Marseilles, with a general cargo.—Messageries Maritimes.

Shanghai, Chinese str., 297 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo.—Do On S.S. Co.

Tsichun, Chinese str., 1,462 tons, Capt. Taylor, from Shanghai, with a general cargo.—C.M.S.N. Co.

October 15th.
Hulward, British str., 1,217 tons, Capt. O. H. Spittle, from Bangkok, with a general cargo.—Wu Fat Shing.

Hydrangea, British str., 567 tons, Capt. W. J. Collum, R.N.L., from Swatow, with a general cargo.—Chu On S.S. Co.

Hyon, British str., 1,194 tons, Capt. A. S. Blues, from Pouchow, with a general cargo.—B. & S.

Kuifang, French str., 177 tons, Capt. A. Mafaschini, from Pakhoi, with a general cargo.—Seng Kw.

Lungchow, British str., 1,220 tons, Capt. J. A. McAlister, from Shanghai, with a general cargo.—B. & S.

Namath, American str., from Canton.

Nanking, American str., 5,066 tons, Capt. T. H. Dobson, from San Francisco, with a general cargo.—China Mail S.S. Co.

Pha Yang, British str., 1,022 tons, Capt. H. C. Kiddle, from Haiphong, with a general cargo.—Cheong Yee S.S. Co.

Rejo, Japanese str., 3,310 tons, Capt. U. Kudo, from New York, with a general cargo.—T.K.K.

Tamara Maru, No. 1, Japanese str., 1,212 tons, Capt. T. Kuroda, from Keelung, with coal.—M.B.K.

Yei Maru, No. 2, Japanese str., 1,625 tons, Capt. W. Nishikawa, from Keelung, with coal.—M.B.K.

CLEARANCES.

October 15th.
Coristan, for Singapore.
Laing, for Choo.
President Tait, for Shanghai.
Tan Olan, for Singapore.
Wakam Maru, for Kobe.

October 14th.
Akita Maru, for Kobe.
Amber, for Haiphong.
Amur Maru, for Singapore.
Chikung, for Swatow.
Ganeth, for Saigon.
Guangchi, for Canton.
Haere Maru, for Keelung.
Hopman, for Swatow.
Kuio Maru, for Swatow.
Kwanglee, for Ningpo.
Kwanglee, for Swatow.
New Mathilda, for Haiphong.
Phumpen, for Saigon.
Portos, for Shanghai.
Shunshing, for K. C. Wan.
Sun On, for K. C. Wan.
Taiku Maru, for Swatow.
Taming, for Amoy.
Taishun, for Canton.
Tjibodus, for Shanghai.
Yehime Maru, for Batupahat.

October 15th.
Gensun Maru, for Saban.
Liangchow, for Canton.
Sunning, for Shanghai.
Tjikini, for Billiton.

PASSENGERS.

ARRIVALS.

Per s.s. *Taichun*, on October 14th:—Mrs. Hathaway.

Per s.s. *Haifong*, on October 15th:—Col. and Mrs. Humphrey, Miss Humphrey, Miss T. Fowler, Mr. A. M. MacDonald.

Per China Mail s.s. *Nanking*, on October 15th:—Mr. and Mrs. A. B. Austin, Mrs. Bevan-Cooper, Mr. and Mrs. G. S. Braden, Mr. C. H. Bhoola, Mr. Eugene Carpenter, Miss Clara Linn, Miss Frances Linn, Mrs. B. K. Chan, Miss Winnie Chan, Miss Annie Chan, Mr. G. L. Davis, Mr. William Rees-Davies, Lady Rees-Davies, Mr. F. P. de Silva, Mrs. L. G. de Silva, Mr. K. S. Dun, Mr. D. Evans, Miss Mary Feely, Mr. C. S. Gubbay, Mrs. E. K. Gordon, Miss E. M. Gordon, Miss J. D. Gordon, Mr. W. Hall, Sir Edward M. Little, Miss Katherine Little, Mrs. L. B. Karelle, Mr. and Mrs. J. W. Lanham, Mr. R. M. Lazarus, Miss Ethel Matthey, Mr. A. E. Morgan, Mrs. H. W. McConich, Mrs. E. A. Mitchell, Mr. H. A. Meyer, Dr. A. Z. Nagel, Miss Myrtle Precise, Mr. J. Parsons, Mr. Fred Rittor, Mr. C. D. Stocking, Mr. M. C. Shirazee, Mr. and Mrs. F. E. Van Schalk, Mr. W. B. Wiggton, Miss Sarah I. Wood, and a number of Chinese saloon passengers.

DEPARTURES.

Per P.M. s.s. *President Tait*, on October 14th:—For Shanghai: Mr. J. W. Alhaster, Mrs. M. K. Boyd, Mr. E. D. Boyer, Miss C. Bates, Mr. H. F. Cunningham, Mr. S. F. Gaches, Dr. Chas. A. Hayes, Mr. and Mrs. R. D. Joldersma, Miss Helen Joldersma, Mr. N. E. Kent, Mr. J. J. Keegan, Mr. A. Lafuente, Dr. Nottage, Mr. and Mrs. S. Ridderhof, Mr. and Mrs. D. H. Read, Sir Keith Smith, Mr. H. G. Simms, Mr. J. Storer, Mr. E. F. Townsend, Miss A. Venagradoff, Mr. B. Van Ester, Mr. A. T. Wijngaarden, for Yokohama: Major and Mrs. C. D. Pierce, Mr. and Mrs. C. T. Surridge, for Honolulu: Mrs. H. Dunshee, Mr. and Mrs. D. Richards, for San Francisco: Mr. and Mrs. K. Burroughs, Mr. L. S. Brown, Mr. M. A. Check, Mr. H. A. Daggett, Dr. and Mrs. A. A. Fulton, Mr. F. H. Hilton, Mrs. C. W. Hubbard, Mr. A. Joss, Mr. L. C. Lewis, Mr. A. M. McDonnell, Mr. J. S. McQuinn, Mr. and Mrs. A. D. Prince, Mrs. W. J. Van Hien.

SHIPPING MOVEMENTS.

The s.s. *Taichun* (Blue Funnel) arrived at Seattle on October 15th.
 The s.s. *Diamond* (Blue Funnel), from Liverpool left Singapore on October 15th for this port, and is due here on October 18th.

The N.Y.K. s.s. *Yoshino Maru* (Australian line) left Nagasaki for Hongkong on October 15th, and is expected here on October 17th.

The N.Y.K. s.s. *Passing Maru* (Calcutta line) left Kobe for Hongkong and Moji on October 15th, and is expected here on October 20th.

VESSELS EXPECTED.

Jehille (Blue Funnel), due October 26th.
Agnes (Blue Funnel), due Nov. 11th.
Aletris (Blue Funnel), due Nov. 23rd.
Changsha, due October 26th.

City of Paris (Bank Line), due Nov. 9th.
Eastern (E. & A.), due Nov. 3rd.

Empress of Asia, due October 25th.
Japan (B.L.), due to-day.

President Lincoln (P.M.), due Oct. 21st.
President Pierce (P.M.), due Oct. 27th.

Pyrrhus (Blue Funnel), due October 21st.
Sava Maru (N.Y.K.), due October 24th.

Yoshino Maru (N.Y.K.), due October 17th.

WEATHER REPORT.

Oct. 15th at 1.43.—Pressure has decreased moderately over the Loochoos and slightly at the majority of other stations.

The anticyclone has broken up and a depression has formed to the east of the Loochoos.

Another anticyclone may be forming over China.

Moderate monsoon may be expected over the N. China Sea.

Hongkong rainfall for the 24 hours ending, at 10 a.m., 15th Oct. 0.00 inch. Total since January 1st 67.03 inches, against an average of 79.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District. Forecast.

Hongkong to Gap Rock { N.E. winds, moderate; due to cloudy.

Formosa Channel { The same as No. 1.

South coast of China between { The same as Hongkong and Lamcocks. } No. 1.

South coast China between { The same as Hongkong and Hainan. } No. 1.

INSURE WITH THE OCEAN

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SHANGHAI OFFICE:—

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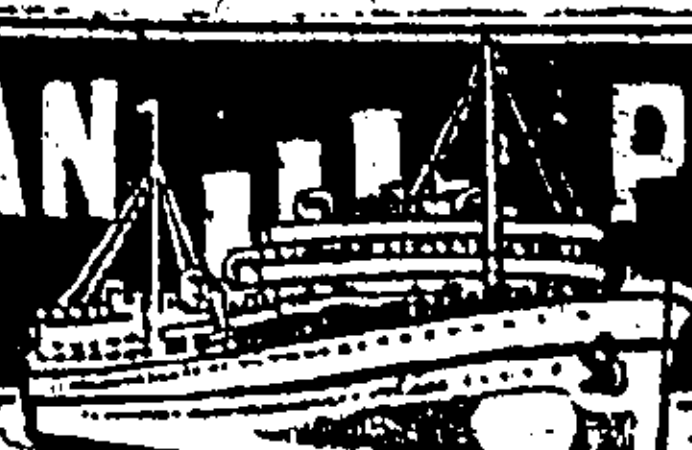
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\$412.84 GOLD Second Class

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\$566.58 GOLD First Class

\$402.84 GOLD Second Class

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Oct. 23rd. Nov. 27th. Dec. 13th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" s.s. "GORJISTAN"

To Swatow and Amoy. To Singapore, Batavia, Sourabaya.

s.s. "ARMANESTAN" s.s. "ARMANESTAN"

To Swatow and Amoy. To Singapore, Batavia, Sourabaya.

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Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

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LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO BRAIN AND NERVE FOOD. For Nervous Breakdown & Chronic Weakness. English Price 1/- (either remedy).—The VETARZO REMEDIES CO., Gospel Oak, N.W. 8, London, Eng. Unprincipled Vendors may try to sell you something else for VETARZO REMEDIES as Government Stamp. Sold by LEADING CHEMISTS.

N. Y. K.

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

YOKOHAMA MARU ... Monday, 23rd Oct., at 11 a.m.

KAGA MARU ... Friday, 10th Nov., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

SUWA MARU ... Wednesday, 22nd Oct., at 11 a.m.

FUJIMI MARU ... Wednesday 28th Nov., at 11 a.m.

HAMBURG via LONDON, ROTTERDAM

DARAR MARU ... Beginning of November.

LIVERPOOL via MARSEILLES

TOYOHASHI MARU ... Tuesday, 24th Oct.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU ... Wednesday, 18th Oct., at 11 a.m.

AKI MARU ... Tuesday, 14th Nov., at 11 a.m.

NEW YORK via PANAMA.

MAYEASHI MARU ... End of October.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CA

BOMBAY via Singapore and Colombo.

TAMBA MARU ... Friday, 27th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Saturday, 21st Oct.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 17th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TATSUNO MARU ... Monday, 16th October.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone: Central Nos. 291 & 293. K. E. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"Dewey" ... Due Hongkong 28th Oct.

Leaves Hongkong 30th Oct.

"Elkridge" ... Due Hongkong 10th Nov.

Leaves Hongkong 12th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

"West Chopaka" ... Due Hongkong 2nd Nov.

Leaves Hongkong 3rd Nov.

"West Farallon" ... Due Hongkong 22nd Nov.

Leaves Hongkong 23rd Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY,

L. EVERETT, 1st Floor, Powell's Building,

General Agent for Central Phone No. 3008.

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INDO-CHINA-STRAITS & JAVA. G. P. BRADFORD, Res. Agent.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK	JAVA	14th Oct.	19th Oct.	AMOY & SHANGHAI
TJILEBOET	JAVA	29th Oct.	25th Oct.	MANILA, S. FRANCISCO.

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The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

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AND

AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings subject to alterations.

Steamers	For	Sailing on or about
"GEMMA"	Rotterdam, Amsterdam, Hamburg & Bremen	19th Oct.
"OOSTERK"	Amsterdam, Rotterdam, Hamburg & Bremen	20th Nov.
"OUDERK"	Rotterdam, Amsterdam, Hamburg & Bremen	20th Dec.

For full particulars please apply to—

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FOR THE RELIEF OF

Coughs, Colds, CROUP.

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THIS REMEDY CONTAINS NO NARCOTIC

Manufactured by Chamberlain Medicine Co.

Small Size

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF TOKIO" ... 20th Oct. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

PASSENGER SERVICE.

S.S. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 S.S. "CITY OF YORK" ... beg. Feb. ... Marseilles & London.
 S.S. "CITY OF SEMLA" ... mid. March ... Marseilles & London.
 S.S. "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

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Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "BELLEROPHON" ... via Suez Canal ... 25th October.
 S.S. "KENTUCKY" ... via Suez Canal ... 5th November.
 S.S. "TEUCER" ... via Suez Canal ... 15th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

REISS & CO., CANTON.

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M.SERVICES CONTRACTUELS
des
MESSAGERIES MARITIMES**M.**

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGERS	—	—	17th Oct.
AZAY LE RIDEAU	—	—	31st Oct.
PORTOS	8th Sept.	14th Oct.	14th Nov.
CHAMBERD	22nd Sept.	27th Oct.	28th Nov.
PAUL LECAT	6th Oct.	10th Nov.	12th Dec.
ANDRE LEBON	20th Oct.	24th Nov.	26th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) ... 138. 14. 01. B CLASS (1st Class) ... 130. 6. 01.
 STEAMERS (2nd) ... 101. 12. 03. STEAMERS (2nd) ... 86. 10. 01.

RAILWAYS TICKETS ISSUED FOR LEADING TOWNS OF EUROPE.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "LE MISSISSY" sailing end October, for HAYRE, DUNKIRK & ANTWERP.
Sailings and dates subject to alteration without notice.

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REGULAR SERVICE of Fast High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

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SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

SAIFONG	Capt. W. S. Turnbull	Monday, 16th Oct., at 5 p.m.
HAIPHONG	Capt. W. C. Passmore	Friday, 20th Oct., at 1 p.m.
HAIPHONG	Capt. J. S. Thomson	Tuesday, 24th Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

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General Managers

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**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

SS	Tons	From Hongkong (about)	Destination
"SICILIA"	5,702	18th Oct. Noon	Singapore, Penang, Colombo, & Bombay.
"MANTUA"	11,000	25th Oct. 11 a.m.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,056	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	Bombay, Marseilles, London & Antwerp.
"KARMALA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KASGAR"	9,000	27th Dec.	Bombay, Marseilles, London & Antwerp.
"PLASSY"	7,300	10th Jan. 1923	do.
"BARDINIA"	6,500	24th Jan.	do.
"NELLORE"	6,883	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	9,002	7th Mar.	do.
"KASHMIR"	8,841	21st Mar.	do.
"KHYBER"	9,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,000	18th Oct. 3 p.m.	Calcutta via Singapore & Penang
"TANDA"	7,000	28th Oct.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	45,000	1st Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"NANKIN"	7,000	21st Oct.	Shanghai & Japan.
"GREGORY APCAR"	4,649	25th Oct.	Japan.
"KARMALA"	9,000	4th Nov.	Shanghai & Japan.
"EASTERN"	4,000	4th Nov.	Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.R.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels (weighing not more than 2½ ft. x 3 ft. x 1 ft.) will be received at the Company's Office up to noon on the day previous to sailing.

For further information, Passage Fares, Freight, Handbooks, etc., apply to—

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O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—Monthly direct service via Singapore and Port Said.

S.S. "AMAZON MARU" ... Saturday, 11th Nov.

BURNOS AIRES, RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

S.S. "PANAMA MARU" ... Tuesday, 31st Oct.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

S.S. "HIMALAYA MARU" ... Monday, 16th Oct.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

S.S. "BUSHO MARU" ... Friday, 3rd Nov.

CALCUTTA via SINGAPORE & RANGOON.

S.S. "HANKING MARU" ... Tuesday, 7th Nov.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to Vancouver & Seattle.

S.S. "ARIZONA MARU" ... Tuesday, 17th Oct.

S.S. "MANILA MARU" ... Sunday, 29th Oct.

NEW YORK via PANAMA—Regular monthly service via Japan Ports; San Francisco, Panama and Cuban Ports.

S.S. "AMUR MARU" ... Thursday, 9th Nov.

NEW ORLEANS LINE via SUEZ.

S.S. "CELEBS MARU" ... Monday, 23rd Oct.

JAPAN PORTS—Kobe & Osaka.

S.S. "KEELUNG" via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

S.S. "ONSHU MARU" ... Sunday, 22nd Oct. 10 a.m.

TAKAO via SWATOW & AMOY.

S.S. "BOSHU MARU" ... Thursday, 19th Oct.

Tel. Central No. 4080. Y. YABUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston ann/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "GAELIC PRINCE" ... End of November.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3165.
Telegrams (Furness),(Incorporated in Great Britain),
St. George's Building.**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SWATOW & BANGKOK	"KALANG"	On 17th Oct. 10 a.m.
SHANGHAI & TSINGTAO	"LANGCHOW"	On 17th Oct. 4 p.m.
BAIGON	"NINGPO"	On 18th Oct. 4 p.m.
AMOY & SHANGHAI	"SUICHANG"	On 19th Oct. 8 p.m.
NEWCHANG	"HANYANG"	On 20th Oct. 4 p.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 22nd Oct. 10 a.m.
SWATOW & BANGKOK	"KINGYUAN"	On 24th Oct. 10 a.m.
HONGKONG, PARROT & HAIPHONG	"KALFONG"	On 26th Oct. 7 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KURICHOW"	On 27th Oct. 4 p.m.
MANILA, CEBU & ILOILO	"TEAN"	On 1st Nov. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
 Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedules service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weiping.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to— BUTTERFIELD & SWIRE

TELEPHONE CENTRAL 35. (JOHN SWIRE & SONS, LTD., Agents.)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Le. Hongkong for Manila, Port Banga, Sandakan & Aus. Ports.
"CHANGSHA"	—	20th Oct. 3 p.m.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares! Cargo booked through to all Australian, New Zealand & Transvaal Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE

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PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

**U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.****TRANS-PACIFIC SERVICE**

Freight and Passengers

Fare to European Ports US\$ \$620.50 First Class Throughout.

AMERICAN STEAMERS.

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

S.S. "PRESIDENT LINCOLN" ... Leaves Hongkong ... Arrives San Francisco

S.S. "PRESIDENT PIERCE" ... Nov. 8th ... Nov. 16th

S.S. "PRESIDENT CLEVELAND" ... Nov. 8th ... Nov. 30th

Sailings and Fares Subject to change without Notice.

HONGKONG-MANILA SERVICE

S.S. "PRESIDENT PIERCE" ... Leaves Hongkong ... Arrives Manila
 S.S. "PRESIDENT CLEVELAND" ... Oct. 28th ... Oct. 30th
 S.S. "PRESIDENT LINCOLN" ... Nov. 8th ... Nov. 10th

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG and BANGKOK.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "HARVARD" ... Nov. 8th

S.S. "PATRICK HENRY" ... Dec. 7th

For full information regarding rates, space, etc., apply to—

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DODWELL & CO., LIMITED.**REGULAR SAILINGS TO NEW YORK & BOSTON**

For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... sailing on or about 15th November.

S.S. "WRAG CASTLE" ... sailing on or about 15th November.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

YIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENEZIA" ... sailing on or about 6th November.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIESTE" ... sailing on or about 28th October.

S.S. "VENEZIA" ... sailing on or about 28th November.

Passengers' Luggage can be stored at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

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TON CARTWRIGHT for the HONGKONG & SHANGHAI S.S. Co., Ltd., Central, Victoria [Hongkong, London, etc.]